

## PLEASE NOTE

# TRAFFIC SAFETY FACTS 2008

The *Traffic Safety Facts* annual report contains exposure data (i.e., vehicle miles traveled, registered vehicles, licensed drivers) and other data points that customarily are not available until later. Instead of withholding the entire report until those data are available, this Early Edition is produced to allow customers access to the statistics that are currently available.

This Early Edition does not include the following 2008 data:

- Vehicle miles traveled and fatality rates per vehicle miles traveled by State
- Registered vehicles and fatality rates per registered vehicle by State
- Vehicle miles traveled for the various vehicle types (passenger cars, light trucks, motorcycles, large trucks, buses)
- Registered vehicles for the following vehicle types: motorcycles, large trucks, buses, and total
- Licensed drivers
- Key provisions of occupant restraint laws.

Tables containing these data will be updated in the final edition of the *Traffic Safety Facts 2008* annual report.

*A Compilation of Motor Vehicle Crash Data from the  
Fatality Analysis Reporting System and the General Estimates System*



EARLY EDITION

# TRAFFIC SAFETY FACTS 2008



*A Compilation of Motor Vehicle Crash Data from the  
Fatality Analysis Reporting System and the General Estimates System*

EARLY EDITION

# 2008 NATIONAL STATISTICS

## POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal .....	34,017
Injury .....	1,630,000
Property Damage Only .....	4,146,000
<b>Total .....</b>	<b>5,811,000</b>

## TRAFFIC CRASH VICTIMS

	<b>Killed</b>	<b>Injured</b>
<b>Occupants .....</b>	<b>26,689</b>	<b>2,120,000</b>
Drivers .....	19,220	1,495,000
Passengers .....	7,397	625,000
Unknown .....	72	1,000
<b>Motorcyclists .....</b>	<b>5,290</b>	<b>96,000</b>
<b>Nonoccupants .....</b>	<b>5,282</b>	<b>130,000</b>
Pedestrians .....	4,378	69,000
Pedalcyclists .....	716	52,000
Other/Unknown .....	188	9,000
<b>Total .....</b>	<b>37,261</b>	<b>2,346,000</b>

## OTHER NATIONAL STATISTICS

Vehicle Miles Traveled .....	2,925,288,000,000
Resident Population .....	304,059,724
Registered Vehicles .....	NA
Licensed Drivers .....	NA
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes) .....	\$230.6 billion

## NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled .....	1.27
Fatalities per 100,000 Population .....	12.25
Fatalities per 100,000 Registered Vehicles .....	NA
Fatalities per 100,000 Licensed Drivers .....	NA

## NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled .....	80
Injured Persons per 100,000 Population .....	771
Injured Persons per 100,000 Registered Vehicles .....	NA
Injured Persons per 100,000 Licensed Drivers .....	NA

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.  
Population—U.S. Bureau of the Census.

Vehicle Miles Traveled—Federal Highway Administration (Traffic Volume Trends, June 2009).

Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

EARLY EDITION



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# Traffic Safety Facts 2008

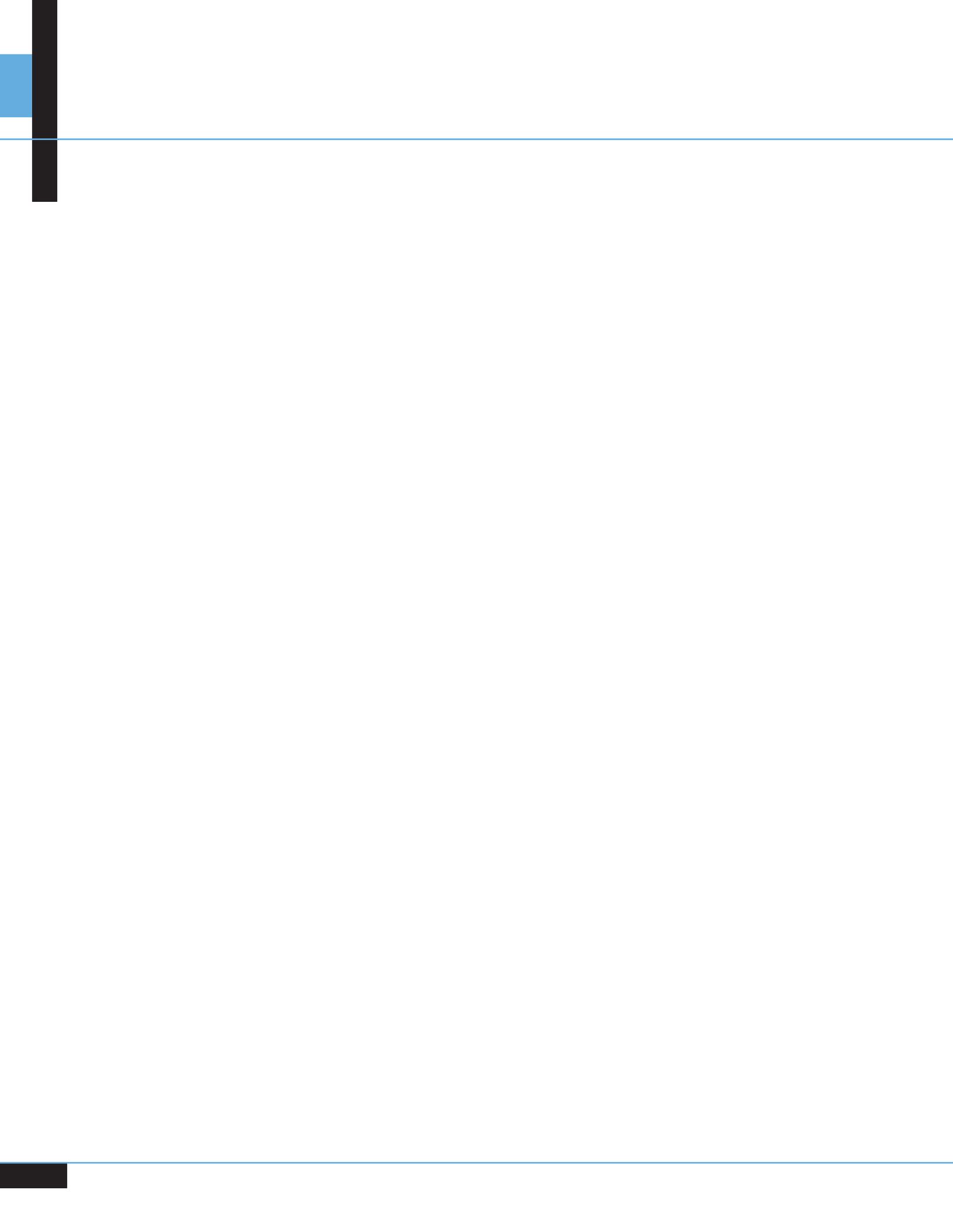
*A Compilation of Motor Vehicle Crash Data from the  
Fatality Analysis Reporting System and the General Estimates System*

*National Highway Traffic Safety Administration  
National Center for Statistics and Analysis  
U.S. Department of Transportation  
Washington, DC 20590*

## FOR MORE INFORMATION

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-424, 1200 New Jersey Avenue, SE, Washington, DC 20590. NCSA can be contacted by telephone at 800-934-8517. Fax messages should be sent to 202-366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www.nhtsa.dot.gov/portal/site/nhtsa/ncsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236. Fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, African American, Bicyclists and Other Cyclists, Children, Hispanic, Large Trucks, Motorcycles, Occupant Protection, Older Population, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, and Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be accessed online at <http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>.

EARLY EDITION



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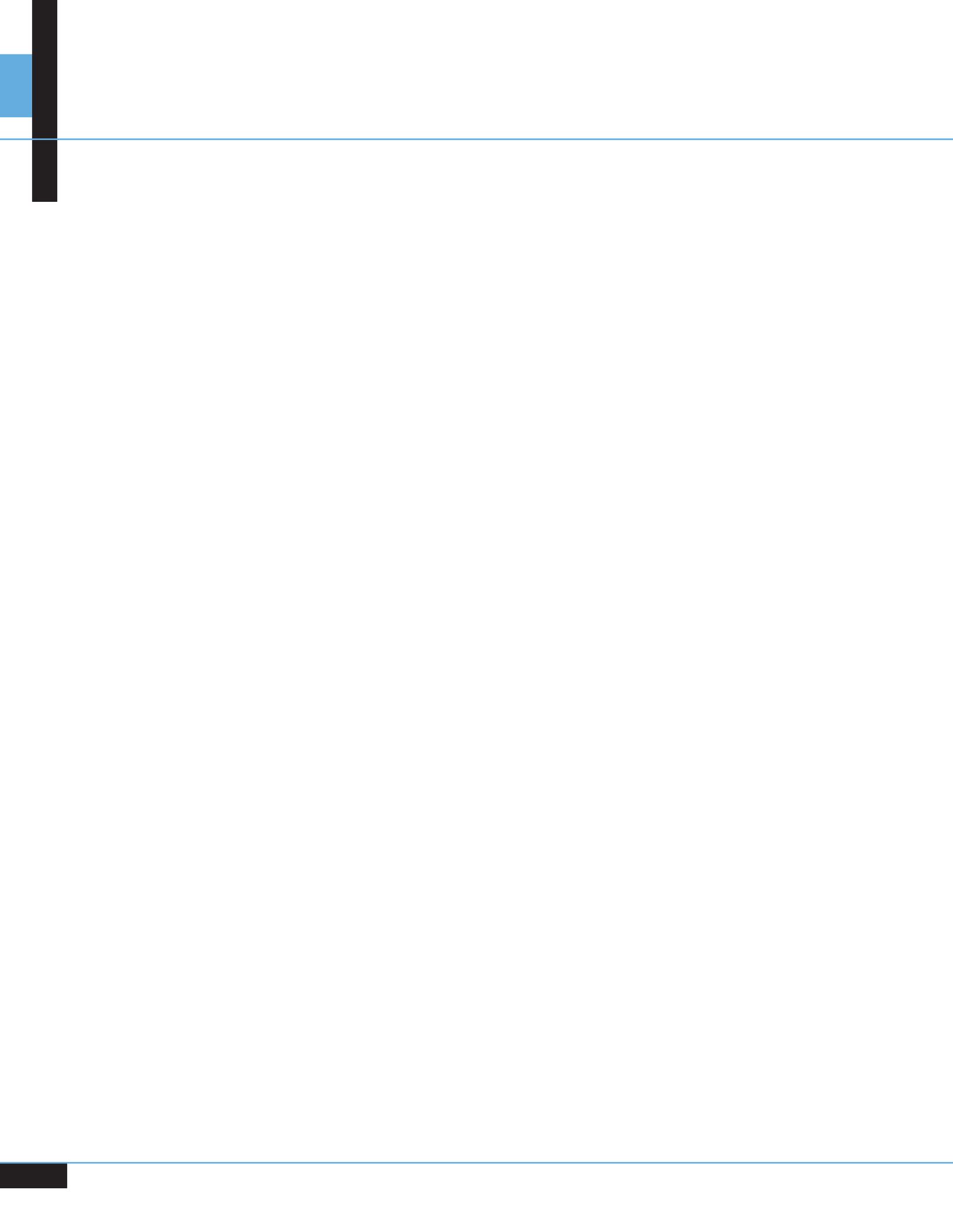
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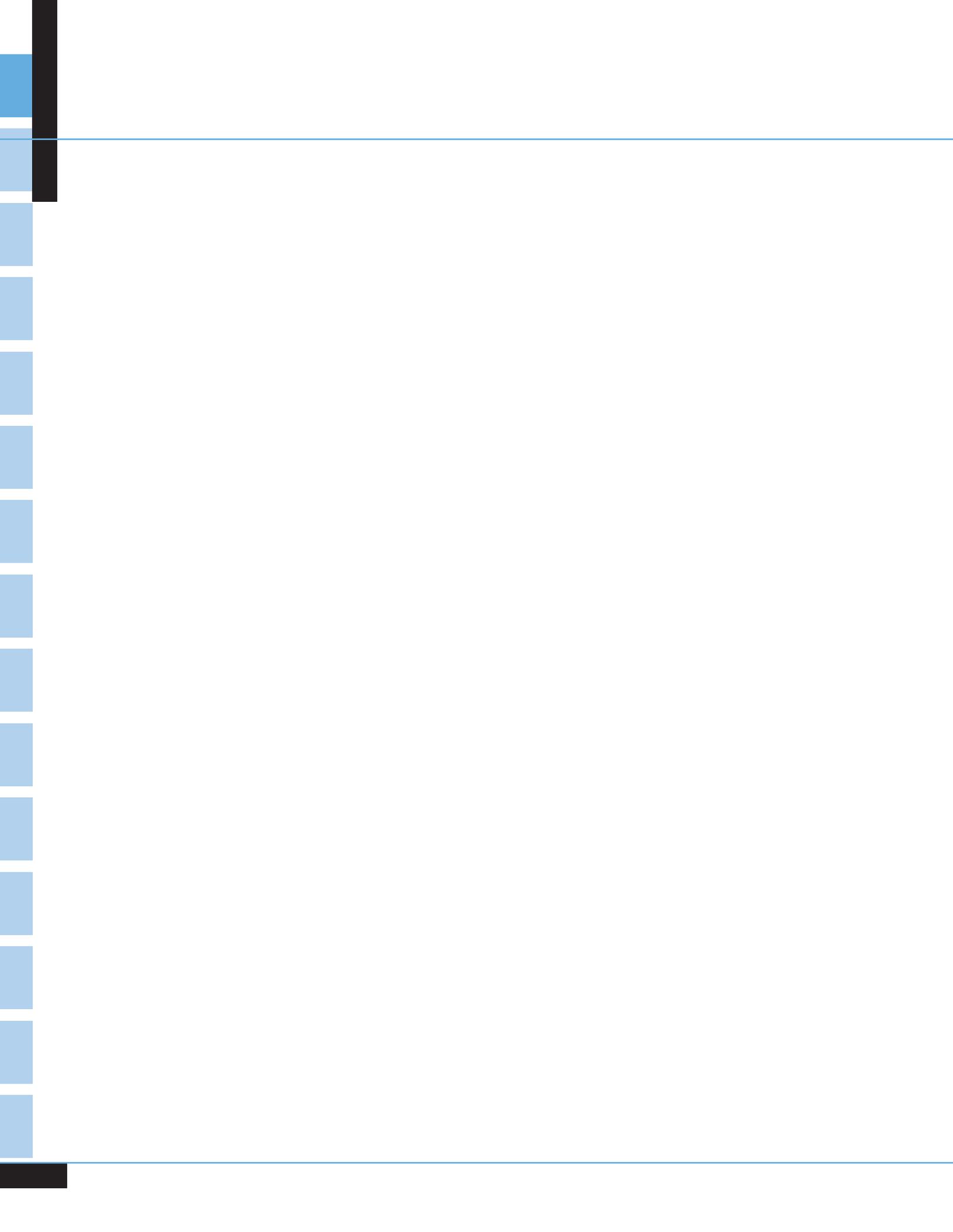


# INTRODUCTION

In this annual report, *Traffic Safety Facts 2008: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from two of NHTSA's primary data systems has been combined to create a single source for motor vehicle crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the two sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System General Estimates System (GES), which began operation in 1988. GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that result in death, injury, or property damage. The next two sections provide a brief description of FARS and GES.

Both systems were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems are used to answer requests for information from the international and national highway traffic safety communities, including State and local governments, the Congress, Federal agencies, research organizations, industry, the media, and private citizens.



The Fatality Analysis Reporting System (FARS), which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonoccupant within 30 days of the crash.

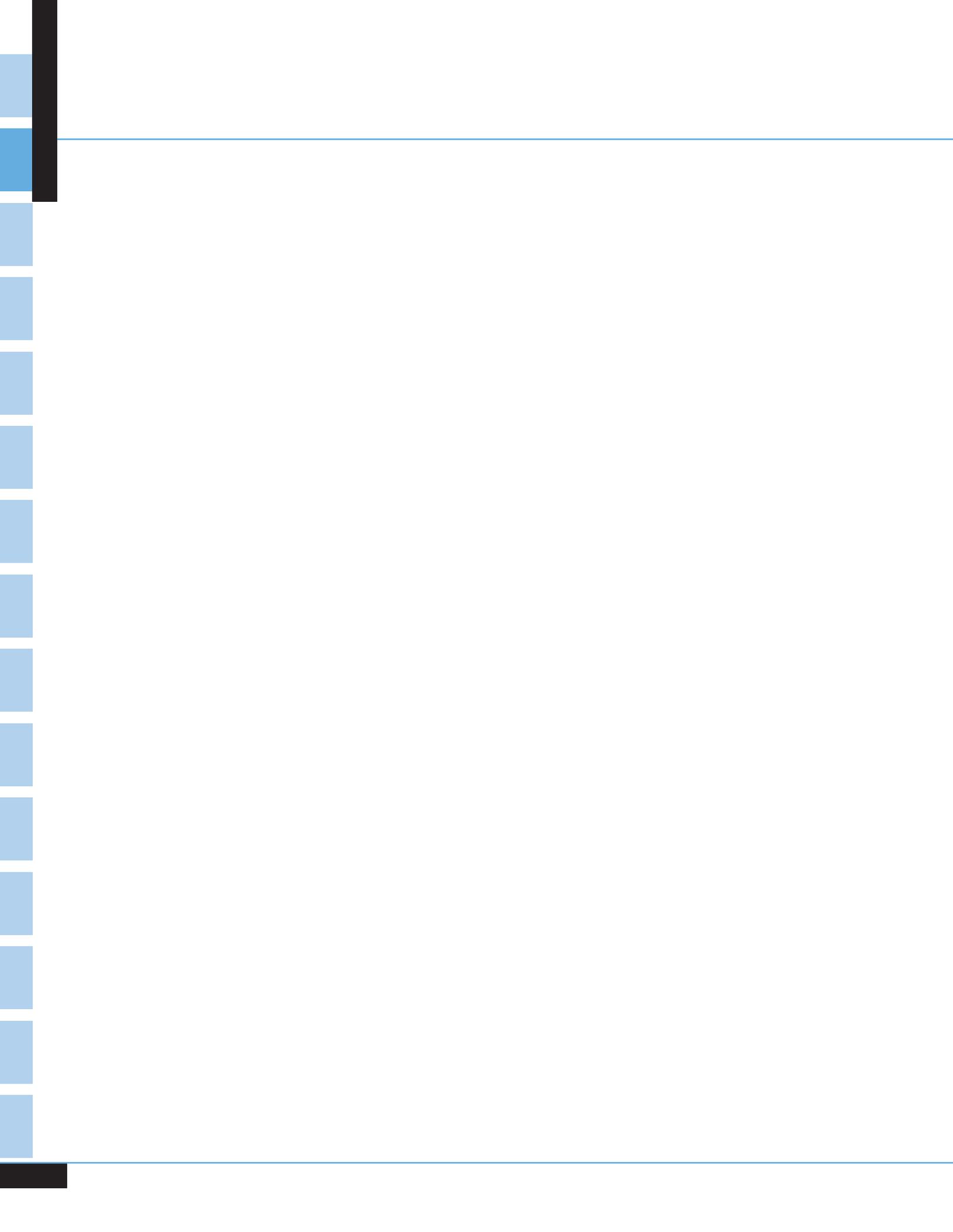
NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained State employees, called "FARS Analysts," are responsible for gathering, translating, and transmitting their State's data to NCSA in a standard format. The number of analysts varies by State, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the State's existing documents:

Police Accident Reports	Death Certificates
State Vehicle Registration Files	Coroner/Medical Examiner Reports
State Driver Licensing Files	Hospital Medical Reports
State Highway Department Data	Emergency Medical Service Reports
Vital Statistics	Other State Records

From these documents, the analysts code more than 100 FARS data elements. (See Appendix A for a list of the FARS data elements.) The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information, such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conform to the Privacy Act.

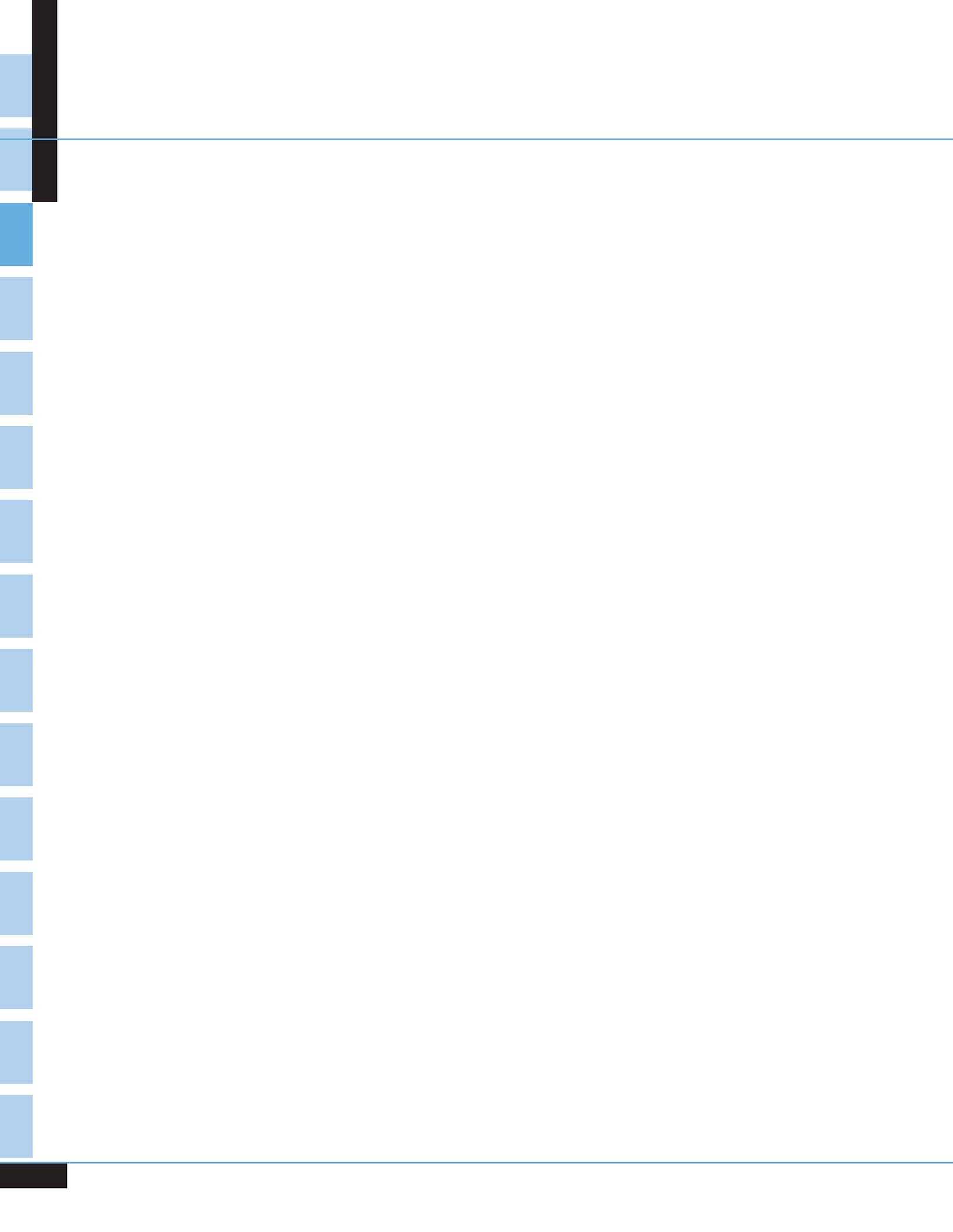
Each analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2008 FARS data file used for the statistics in this report was created in May 2009; however, the 2008 FARS file will *officially* close in December 2009. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2007 are reflected in this report. The updated final counts for 2008 will be reflected in the 2009 annual report.



The National Automotive Sampling System (NASS) - General Estimates System (GES) data are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors make weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sample about 57,000 PARs per year. The collectors obtain copies of the PARs and send them to the NASS quality control centers for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 2008 file used for the statistics in this report was completed in May 2009.



# ABOUT THIS REPORT

**F**atal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, “Trends,” presents data from all years of FARS (1975 through 2008) and GES (1988 through 2008). The remaining chapters present data only from 2008. Chapter 2, “Crashes,” describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. Chapter 3, “Vehicles,” concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, “People,” is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter of the report, “States,” contains information about crashes for each State, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

About three-quarters of the tables in this report present data from both FARS and GES. The remaining tables contain FARS data only. Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury crashes, property-damage-only crashes, or nonfatal injuries have been derived from GES. The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES numbers are estimates of counts of crashes and injuries and are subject to sampling and nonsampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES estimates have been rounded to the nearest thousand. As a result of the rounding, for some tables, the sum of the row or column entries may not equal the row or column total. In addition, percentages have been calculated prior to rounding.

The reader may also notice that many tables have rows or footnotes for “unknowns” for FARS data, but not for GES data. The reason for this difference is that almost all the GES unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of blood alcohol concentration (BAC) test results. When the alcohol test results are unknown, BAC values have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of *multiple imputation* that was revised in 2001. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.

## Changes from Last Year’s Report

In this year’s report, three new tables have been added, all depicting rollover fatalities:

- Table 23. Passenger Car and Light Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2008 (page 41)
- Table 90. Passenger Car and Light Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence (page 126)
- Table 115. Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (page 162).



# DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS and GES. Additional data from FARS (1975 through 2008) or from GES (1988 through 2008) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.
- Compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the compact disks is available by contacting the Volpe Center at the following address:

Attn: Rita Da Silva  
USDOT Volpe National Transportation Systems Center (RTV-5E)  
55 Broadway  
Cambridge, MA 02142  
617-494-3088  
dasilva@volpe.dot.gov

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at <ftp://ftp.nhtsa.dot.gov/FARS> or <ftp://ftp.nhtsa.dot.gov/GES>. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the Web at [www-fars.nhtsa.dot.gov](http://www-fars.nhtsa.dot.gov). This Web site provides instant access to the 1994 through 2008 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create State-by-State and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State; and for State reports, county tabulation may be selected.

## VEHICLE SAFETY HOTLINE

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

# Data Availability

Requests for more information from FARS or GES should be directed to:

National Highway Traffic Safety Administration  
National Center for Statistics and Analysis  
NVS-424  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
202-366-4198 or 800-934-8517  
202-366-7078 (Fax)

Requests for more information may also be submitted online via NCSA's Customer Automated Tracking System (CATS):



<http://www-nrd.nhtsa.dot.gov/CATS/index.aspx>

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA Web site: [www.nhtsa.gov/portal/site/nhtsa/ncsa](http://www.nhtsa.gov/portal/site/nhtsa/ncsa). Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in portable document format (PDF). Comments and suggestions about the NCSA Web site can be e-mailed to the following address: [ncsaweb@dot.gov](mailto:ncsaweb@dot.gov).

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Chapter 1

# TRENDS



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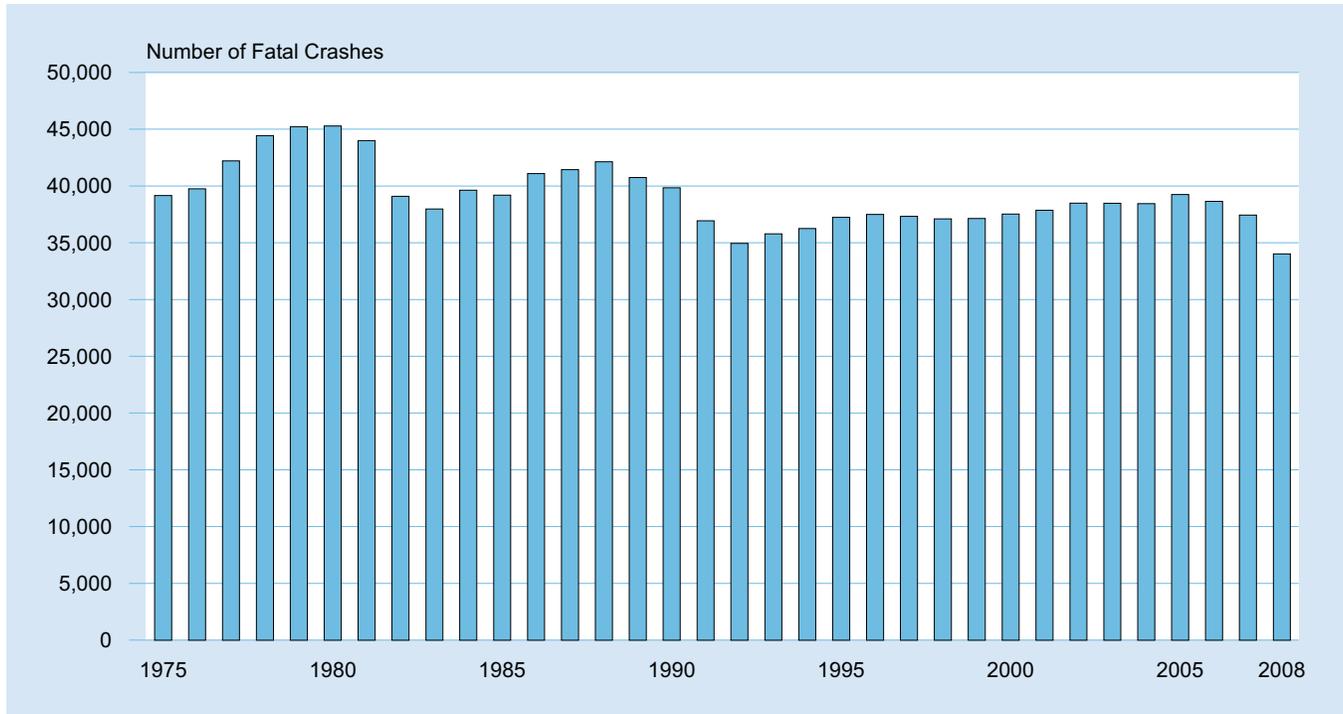


The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2008; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2008. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2008. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes decreased by 9.1 percent from 2007 to 2008, and the fatality rate dropped to 1.27 fatalities per 100 million vehicle miles of travel in 2008.
- The injury rate per 100 million vehicle miles of travel decreased by 2.4 percent from 2007 to 2008.
- The occupant fatality rate (including motorcyclists) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 18.4 percent from 1992 to 2008.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 36.1 percent from 1992 to 2008.
- The nonoccupant fatality rate per 100,000 population has declined by 56.4 percent from 1975 to 2008.
- The nonoccupant injury rate per 100,000 population has declined by 45.6 percent from 1988 to 2008.
- The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 32 percent in 2008.

# Chapter 1 ■ Trends

**Figure 1**  
**Fatal Crashes, 1975-2008**



**Table 1**  
**Crashes by Crash Severity, 1988-2008**

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only		Number	Percent
	Number	Percent	Number	Percent	Number	Percent		
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	<b>6,887,000</b>	<b>100.0</b>
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	<b>6,653,000</b>	<b>100.0</b>
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	<b>6,471,000</b>	<b>100.0</b>
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	<b>6,117,000</b>	<b>100.0</b>
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	<b>6,000,000</b>	<b>100.0</b>
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	<b>6,106,000</b>	<b>100.0</b>
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	<b>6,496,000</b>	<b>100.0</b>
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	<b>6,699,000</b>	<b>100.0</b>
1996	37,494	0.6	2,238,000	33.1	4,494,000	66.4	<b>6,770,000</b>	<b>100.0</b>
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	<b>6,624,000</b>	<b>100.0</b>
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	<b>6,335,000</b>	<b>100.0</b>
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	<b>6,279,000</b>	<b>100.0</b>
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	<b>6,394,000</b>	<b>100.0</b>
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	<b>6,323,000</b>	<b>100.0</b>
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	<b>6,316,000</b>	<b>100.0</b>
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	<b>6,328,000</b>	<b>100.0</b>
2004	38,444	0.6	1,862,000	30.1	4,281,000	69.3	<b>6,181,000</b>	<b>100.0</b>
2005	39,252	0.6	1,816,000	29.5	4,304,000	69.9	<b>6,159,000</b>	<b>100.0</b>
2006	38,648	0.6	1,746,000	29.2	4,189,000	70.1	<b>5,973,000</b>	<b>100.0</b>
2007	37,435	0.6	1,711,000	28.4	4,275,000	71.0	<b>6,024,000</b>	<b>100.0</b>
2008	34,017	0.6	1,630,000	28.1	4,146,000	71.4	<b>5,811,000</b>	<b>100.0</b>

**Table 2**

**Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2008**

Killed									
Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million Vehicle Miles Traveled
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,172	14.87	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,040	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,727	14.95	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,211	14.78	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,836	292,892	14.63	198,889	21.54	237,949	18.00	2,965	1.44
2005	43,510	295,561	14.72	200,549	21.70	245,628	17.71	2,989	1.46
2006	42,708	298,363	14.31	202,810	21.06	251,415	16.99	3,014	1.42
2007	41,259	301,290	13.69	205,742	20.05	255,748	16.13	3,030	1.36
2008	37,261	304,060	12.25	—	—	—	—	2,926	1.27

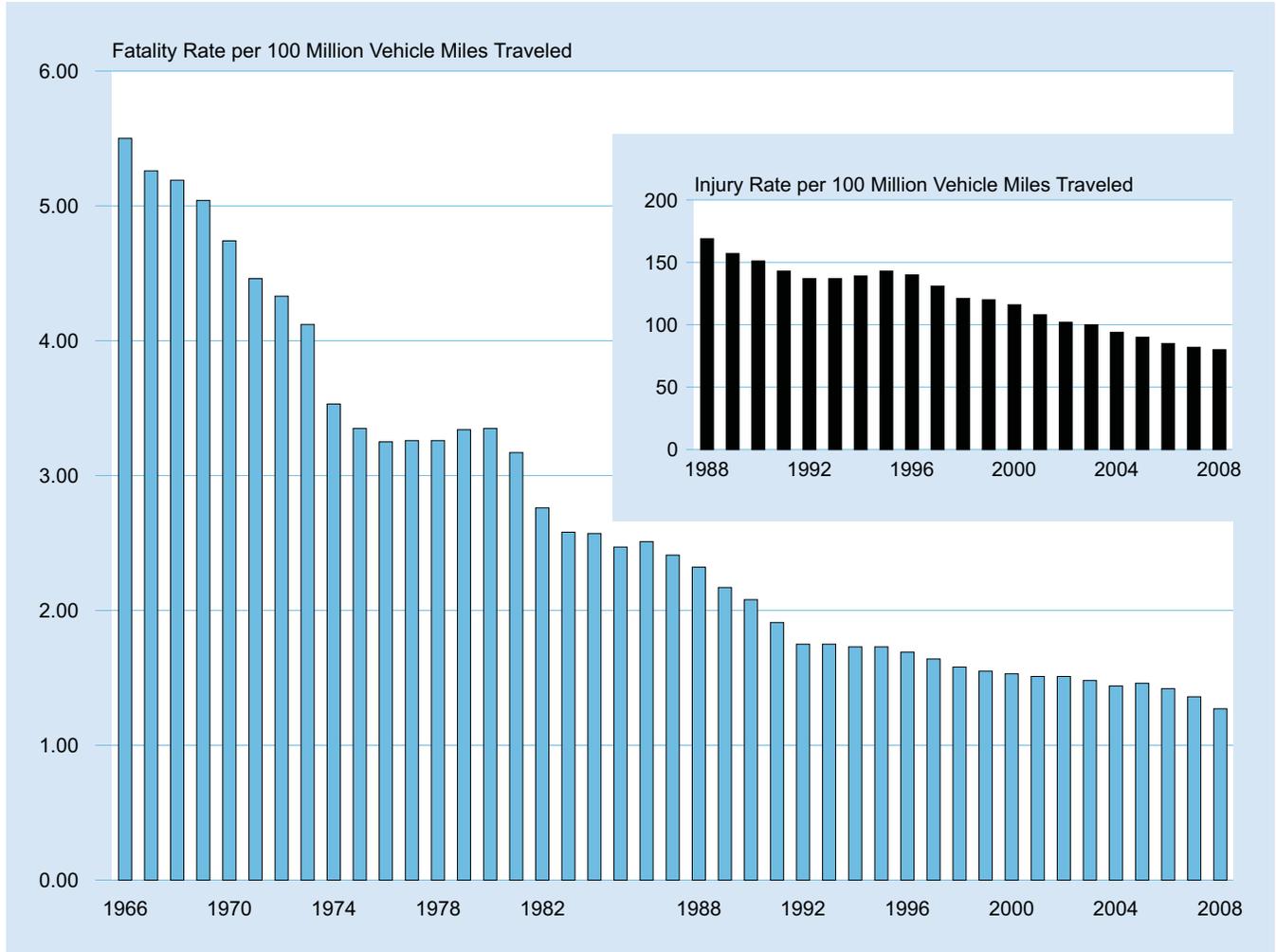
Injured									
Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million Vehicle Miles Traveled
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,172	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,040	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,727	1,017	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,211	995	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	292,892	952	198,889	1,402	237,949	1,172	2,965	94
2005	2,699,000	295,561	913	200,549	1,346	245,628	1,099	2,989	90
2006	2,575,000	298,363	863	202,810	1,269	251,415	1,024	3,014	85
2007	2,491,000	301,290	827	205,742	1,211	255,748	974	3,030	82
2008	2,346,000	304,060	771	—	—	—	—	2,926	80

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2008—R.L. Polk & Co. and Federal Highway Administration; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-2008—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2008—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

# Chapter 1 ■ Trends

**Figure 2**  
**Motor Vehicle Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1966-2008**



**Table 3**  
**Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2008**

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
<b>Fatal Crashes</b>												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.09	19,959	2.21	27.29	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.76	20,498	2.17	26.91	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.41	20,831	2.13	26.42	4,823	2.31	61.38	3,265	33.87	66.59
2002	27,374	1.70	21.03	21,668	2.14	26.49	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.19	22,299	2.14	26.18	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.27	22,486	2.05	25.00	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.62	22,964	2.02	24.19	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.72	22,411	1.93	22.82	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.42	16.59	21,810	1.85	21.60	4,633	2.04	51.32	5,306	38.98	74.33
2008	20,376	—	—	19,072	—	—	4,066	—	—	5,387	—	—
<b>Injury Crashes</b>												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,768	1,218,000	125	1,545	90,000	43	1,143	57,000	587	1,155
2002	2,136,000	133	1,641	1,210,000	119	1,479	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,619	1,233,000	118	1,447	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	122	1,493	1,246,000	113	1,385	87,000	39	1,062	70,000	694	1,217
2005	1,893,000	117	1,401	1,209,000	107	1,273	82,000	37	971	80,000	769	1,291
2006	1,794,000	111	1,310	1,202,000	104	1,223	80,000	36	911	84,000	694	1,251
2007	1,708,000	106	1,240	1,163,000	99	1,152	76,000	33	839	98,000	720	1,374
2008	1,624,000	—	—	1,095,000	—	—	66,000	—	—	90,000	—	—
<b>Property-Damage-Only Crashes</b>												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,441	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,413	2,679,000	275	3,398	335,000	160	4,261	14,000	150	295
2002	4,443,000	276	3,412	2,757,000	272	3,370	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,311	2,804,000	269	3,292	363,000	167	4,681	14,000	142	253
2004	4,216,000	259	3,164	2,886,000	263	3,208	324,000	147	3,970	13,000	132	231
2005	4,169,000	258	3,084	2,919,000	257	3,075	354,000	159	4,176	18,000	174	291
2006	4,046,000	251	2,956	2,932,000	253	2,986	300,000	135	3,398	15,000	128	230
2007	4,014,000	250	2,914	3,007,000	256	2,978	333,000	147	3,690	20,000	146	278
2008	3,931,000	—	—	2,848,000	—	—	309,000	—	—	18,000	—	—

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Passenger Cars and Light Trucks—R.L. Polk & Co; Registered Large Trucks and Motorcycles—Federal Highway Administration.

# Chapter 1 ■ Trends

**Table 4**  
**Persons Killed or Injured by Person Type and Vehicle Type, 1975-2008**

Year	Person Type											Total
	Occupants by Vehicle Type						Motorcyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown	Total		Pedestrian	Pedalcyclist	Other/Unknown	Total	
<b>Killed</b>												
1975	25,929	4,856	961	53	937	32,736	3,189	7,516	1,003	81	8,600	44,525
1980	27,449	7,486	1,262	46	540	36,783	5,144	8,070	965	129	9,164	51,091
1985	23,212	6,689	977	57	544	31,479	4,564	6,808	890	84	7,782	43,825
1986	24,944	7,317	926	39	442	33,668	4,566	6,779	941	133	7,853	46,087
1987	25,132	8,058	852	51	436	34,529	4,036	6,745	948	132	7,825	46,390
1988	25,808	8,306	911	54	429	35,508	3,662	6,870	911	136	7,917	47,087
1989	25,063	8,551	858	50	424	34,946	3,141	6,556	832	107	7,495	45,582
1990	24,092	8,601	705	32	460	33,890	3,244	6,482	859	124	7,465	44,599
1991	22,385	8,391	661	31	466	31,934	2,806	5,801	843	124	6,768	41,508
1992	21,387	8,098	585	28	387	30,485	2,395	5,549	723	98	6,370	39,250
1993	21,566	8,511	605	18	425	31,125	2,449	5,649	816	111	6,576	40,150
1994	21,997	8,904	670	18	409	31,998	2,320	5,489	802	107	6,398	40,716
1995	22,423	9,568	648	33	392	33,064	2,227	5,584	833	109	6,526	41,817
1996*	22,505	9,932	621	21	455	33,534	2,161	5,449	765	154	6,368	42,065
1997	22,199	10,249	723	18	420	33,609	2,116	5,321	814	153	6,288	42,013
1998	21,194	10,705	742	38	409	33,088	2,294	5,228	760	131	6,119	41,501
1999	20,862	11,265	759	59	447	33,392	2,483	4,939	754	149	5,842	41,717
2000	20,699	11,526	754	22	450	33,451	2,897	4,763	693	141	5,597	41,945
2001	20,320	11,723	708	34	458	33,243	3,197	4,901	732	123	5,756	42,196
2002	20,569	12,274	689	45	528	34,105	3,270	4,851	665	114	5,630	43,005
2003	19,725	12,546	726	41	589	33,627	3,714	4,774	629	140	5,543	42,884
2004	19,192	12,674	766	42	602	33,276	4,028	4,675	727	130	5,532	42,836
2005	18,512	13,037	804	58	659	33,070	4,576	4,892	786	186	5,864	43,510
2006	17,925	12,761	805	27	601	32,119	4,837	4,795	772	185	5,752	42,708
2007	16,614	12,458	805	36	614	30,527	5,174	4,699	701	158	5,558	41,259
2008	14,587	10,764	677	67	594	26,689	5,290	4,378	716	188	5,282	37,261
<b>Injured</b>												
1988	2,585,000	478,000	37,000	15,000	4,000	3,119,000	105,000	110,000	75,000	8,000	192,000	3,416,000
1989	2,431,000	511,000	43,000	15,000	5,000	3,005,000	83,000	112,000	73,000	11,000	196,000	3,284,000
1990	2,376,000	505,000	42,000	33,000	4,000	2,960,000	84,000	105,000	75,000	7,000	187,000	3,231,000
1991	2,235,000	563,000	28,000	21,000	4,000	2,850,000	80,000	88,000	67,000	11,000	166,000	3,097,000
1992	2,232,000	545,000	34,000	20,000	12,000	2,843,000	65,000	89,000	63,000	10,000	162,000	3,070,000
1993	2,265,000	601,000	32,000	17,000	4,000	2,919,000	59,000	94,000	68,000	9,000	171,000	3,149,000
1994	2,364,000	631,000	30,000	16,000	4,000	3,045,000	57,000	92,000	62,000	9,000	164,000	3,266,000
1995	2,469,000	722,000	30,000	19,000	4,000	3,246,000	57,000	86,000	67,000	10,000	162,000	3,465,000
1996	2,458,000	761,000	33,000	20,000	4,000	3,277,000	55,000	82,000	58,000	11,000	151,000	3,483,000
1997	2,341,000	755,000	31,000	17,000	6,000	3,149,000	53,000	77,000	58,000	11,000	146,000	3,348,000
1998	2,201,000	763,000	29,000	16,000	4,000	3,012,000	49,000	69,000	53,000	8,000	131,000	3,192,000
1999	2,138,000	847,000	33,000	22,000	7,000	3,047,000	50,000	85,000	51,000	3,000	140,000	3,236,000
2000	2,052,000	887,000	31,000	18,000	10,000	2,997,000	58,000	78,000	51,000	5,000	134,000	3,189,000
2001	1,927,000	861,000	29,000	15,000	9,000	2,841,000	60,000	78,000	45,000	8,000	131,000	3,033,000
2002	1,805,000	879,000	26,000	19,000	6,000	2,735,000	65,000	71,000	48,000	7,000	126,000	2,926,000
2003	1,756,000	889,000	27,000	18,000	7,000	2,697,000	67,000	70,000	46,000	8,000	124,000	2,889,000
2004	1,643,000	900,000	27,000	16,000	7,000	2,594,000	76,000	68,000	41,000	9,000	118,000	2,788,000
2005	1,573,000	872,000	27,000	11,000	10,000	2,494,000	87,000	64,000	45,000	8,000	118,000	2,699,000
2006	1,475,000	857,000	23,000	10,000	11,000	2,375,000	88,000	61,000	44,000	7,000	112,000	2,575,000
2007	1,379,000	841,000	23,000	12,000	8,000	2,264,000	103,000	70,000	43,000	10,000	124,000	2,491,000
2008	1,304,000	768,000	23,000	15,000	9,000	2,120,000	96,000	69,000	52,000	9,000	130,000	2,346,000

\*Total for 1996 includes 2 fatalities of unknown person type.

**Table 5**  
**Drivers Involved in Crashes and Involvement Rates per Licensed Driver**  
**by Sex and Crash Severity, 1975-2008**

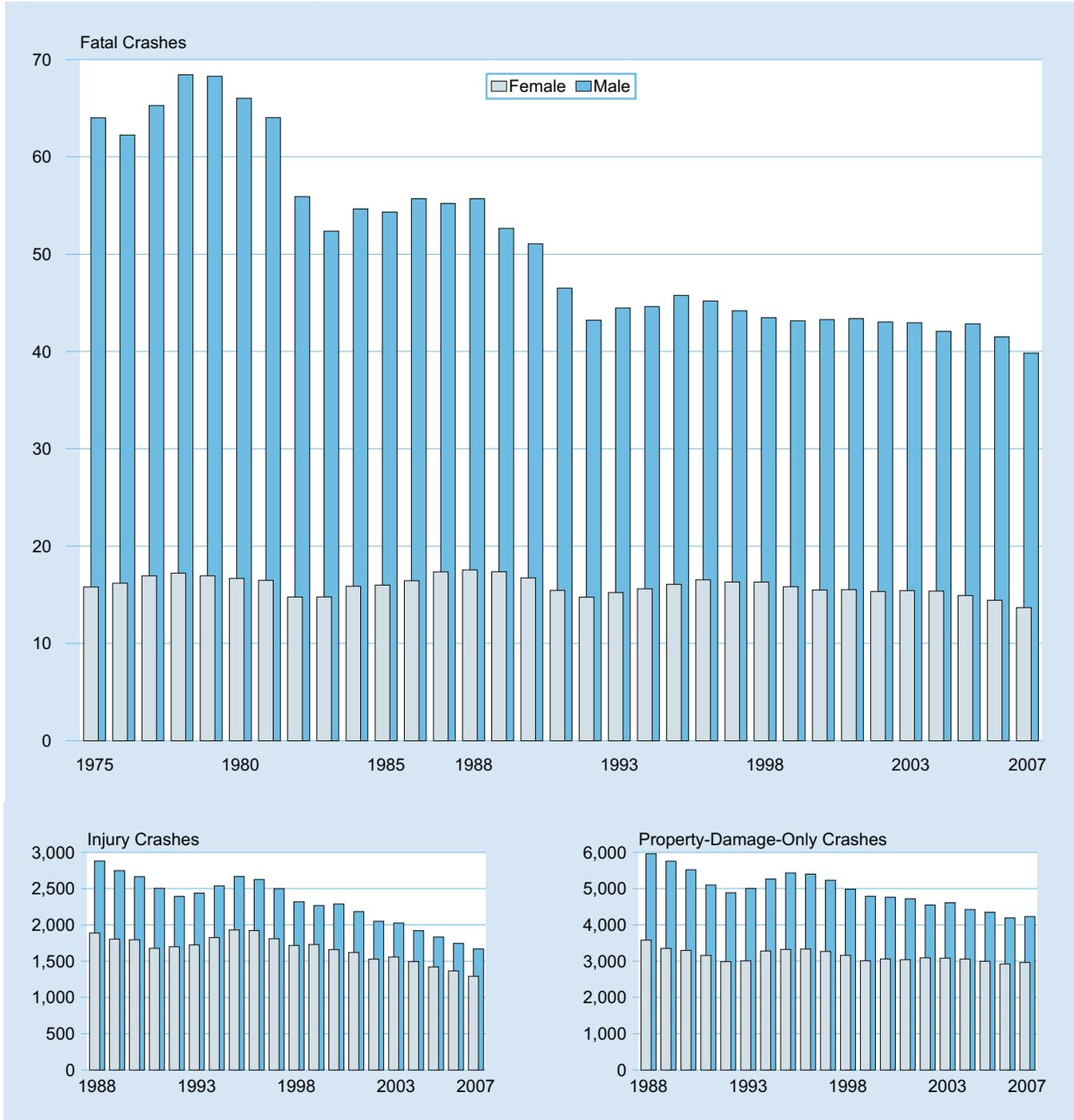
Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)			Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers			
<b>Drivers in Fatal Crashes</b>									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	42,177	98,209	42.95	15,106	97,919	15.43	57,285	196,128	29.21
2004	41,876	99,559	42.06	15,272	99,305	15.38	57,152	198,864	28.74
2005	42,947	100,240	42.84	14,967	100,285	14.92	57,921	200,525	28.88
2006	41,912	101,010	41.49	14,661	101,589	14.43	56,577	202,599	27.93
2007	40,764	102,338	39.83	14,101	103,152	13.67	54,872	205,490	26.70
2008	36,640	—	—	12,477	—	—	49,125	—	—
<b>Drivers in Injury Crashes</b>									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
2004	1,912,000	99,559	1,920	1,482,000	99,305	1,493	3,394,000	198,864	1,707
2005	1,837,000	100,240	1,832	1,425,000	100,285	1,421	3,262,000	200,525	1,627
2006	1,763,000	101,010	1,745	1,387,000	101,589	1,366	3,150,000	202,599	1,555
2007	1,708,000	102,338	1,669	1,333,000	103,152	1,292	3,041,000	205,490	1,480
2008	1,596,000	—	—	1,276,000	—	—	2,872,000	—	—
<b>Drivers in Property-Damage-Only Crashes</b>									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848
2004	4,405,000	99,559	4,424	3,037,000	99,305	3,058	7,442,000	198,864	3,742
2005	4,357,000	100,240	4,347	3,007,000	100,285	2,998	7,364,000	200,525	3,672
2006	4,232,000	101,010	4,190	2,968,000	101,589	2,922	7,200,000	202,599	3,554
2007	4,329,000	102,338	4,230	3,058,000	103,152	2,964	7,386,000	205,490	3,594
2008	4,115,000	—	—	2,940,000	—	—	7,055,000	—	—

\*Total includes drivers (>15 years old) of unknown sex.

Notes: Drivers in this table include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.  
 Source: Licensed Drivers—Federal Highway Administration.

# Chapter 1 ■ Trends

**Figure 3**  
**Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older**  
**by Sex and Crash Severity, 1975-2007**



**Table 6**  
**Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates**  
**per Population by Age Group, 1975-2008**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
<b>Fatality Rate per 100,000 Population</b>												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	<b>16.67</b>
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	<b>18.45</b>
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	<b>15.15</b>
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	<b>15.92</b>
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	<b>15.92</b>
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	<b>16.02</b>
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	<b>15.43</b>
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	<b>14.89</b>
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	<b>13.78</b>
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	<b>12.89</b>
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	<b>13.02</b>
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	<b>13.18</b>
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	<b>13.43</b>
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	<b>13.46</b>
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	<b>13.34</b>
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	<b>13.09</b>
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	<b>13.16</b>
2000	2.82	2.38	4.27	27.80	25.28	15.54	12.81	11.51	11.39	12.89	19.48	<b>12.88</b>
2001	2.67	2.26	3.79	27.96	24.87	15.61	12.92	11.35	11.04	12.80	19.24	<b>12.78</b>
2002	2.43	2.12	4.10	29.20	25.79	15.63	13.00	11.86	11.15	12.68	18.62	<b>12.99</b>
2003	2.45	2.12	4.18	27.73	24.80	15.38	13.03	12.03	11.32	12.56	19.00	<b>12.87</b>
2004	2.54	2.27	4.32	27.25	24.89	15.63	12.43	12.09	11.14	12.44	17.86	<b>12.74</b>
2005	2.31	2.22	3.56	25.86	25.71	16.10	12.86	12.01	11.72	12.62	16.96	<b>12.74</b>
2006	2.26	1.84	3.38	25.24	26.11	16.11	12.61	11.82	11.07	11.48	15.40	<b>12.39</b>
2007	1.92	1.76	3.26	23.51	25.07	15.14	12.12	11.54	10.71	11.12	15.04	<b>11.85</b>
2008	1.45	1.43	2.48	19.26	21.49	13.95	10.90	10.52	9.94	10.18	13.71	<b>10.52</b>
<b>Injury Rate per 100,000 Population</b>												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	<b>1,319</b>
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	618	<b>1,251</b>
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	<b>1,220</b>
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	<b>1,162</b>
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	<b>1,140</b>
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	<b>1,155</b>
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	<b>1,192</b>
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	<b>1,257</b>
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	<b>1,256</b>
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	<b>1,196</b>
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	<b>1,133</b>
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	<b>1,136</b>
2000	350	405	547	2,694	2,095	1,449	1,159	948	830	723	665	<b>1,083</b>
2001	310	371	512	2,469	2,027	1,386	1,093	931	756	669	575	<b>1,018</b>
2002	302	378	517	2,401	1,899	1,308	1,031	873	765	617	544	<b>973</b>
2003	300	373	473	2,294	1,848	1,323	1,019	874	733	609	516	<b>953</b>
2004	282	350	483	2,159	1,707	1,199	1,005	878	730	604	485	<b>912</b>
2005	260	320	481	2,008	1,719	1,208	947	831	686	545	458	<b>873</b>
2006	263	284	412	1,876	1,585	1,137	917	763	669	561	480	<b>825</b>
2007	259	286	364	1,762	1,526	1,116	835	753	633	560	422	<b>786</b>
2008	233	263	364	1,581	1,391	1,021	792	718	607	498	391	<b>729</b>

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

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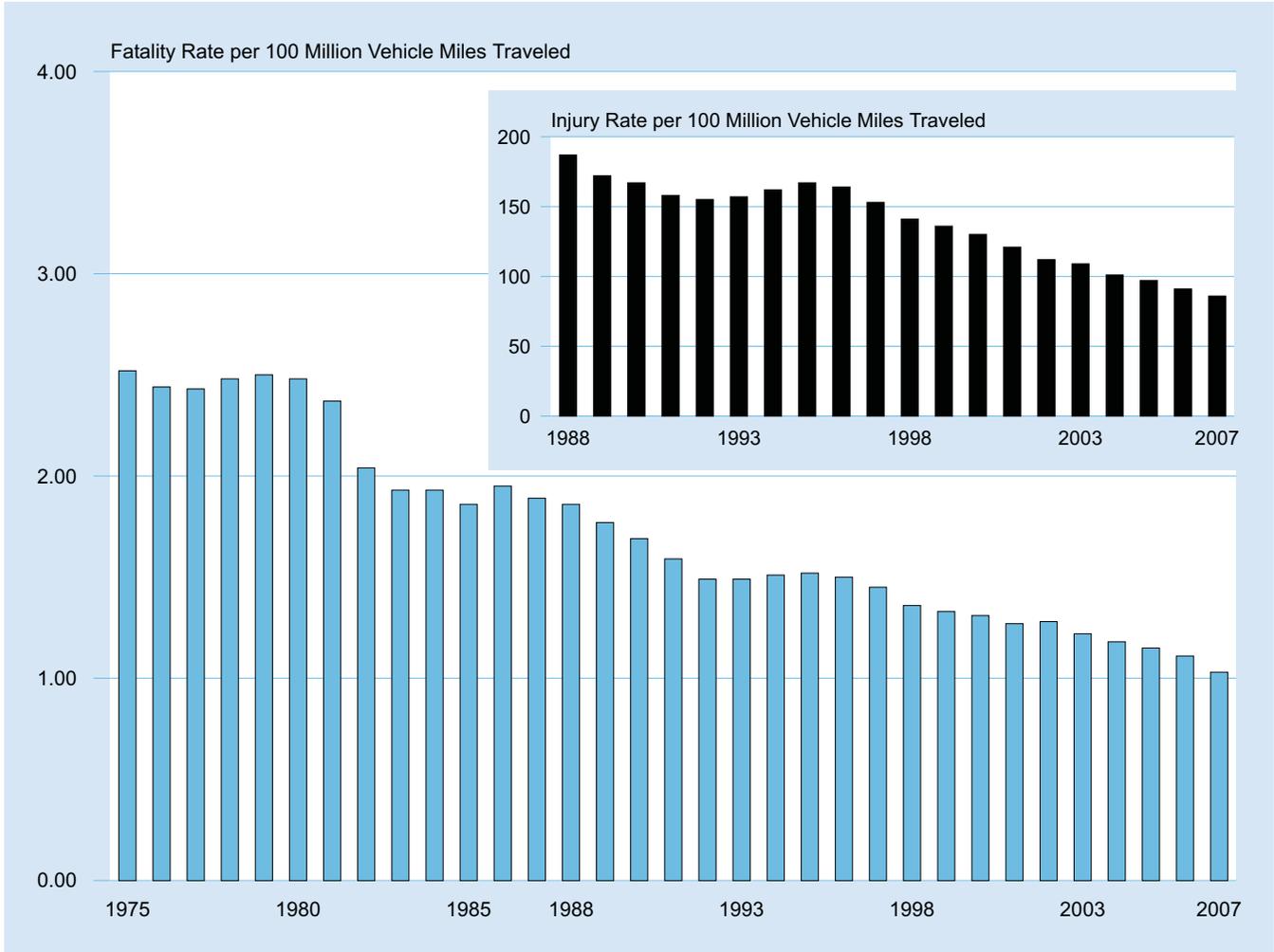
**Table 7**  
**Passenger Car Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2008**

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Vehicle Miles Traveled	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Vehicle Miles Traveled
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,740,420	1,580,735	20,699	16.20	1.31	2,052,000	1,606	130
2001	128,874,299	1,595,443	20,320	15.77	1.27	1,927,000	1,495	121
2002	130,196,812	1,611,860	20,569	15.80	1.28	1,805,000	1,386	112
2003	131,549,941	1,612,237	19,725	14.99	1.22	1,756,000	1,335	109
2004	133,275,380	1,628,266	19,192	14.40	1.18	1,643,000	1,232	101
2005	135,183,269	1,615,225	18,512	13.69	1.15	1,573,000	1,164	97
2006	136,881,809	1,614,564	17,925	13.10	1.11	1,475,000	1,077	91
2007	137,773,353	1,605,558	16,614	12.06	1.03	1,379,000	1,001	86
2008	—	—	14,587	—	—	1,304,000	—	—

\*Injury data not available before 1988.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

**Figure 4**  
**Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2007**



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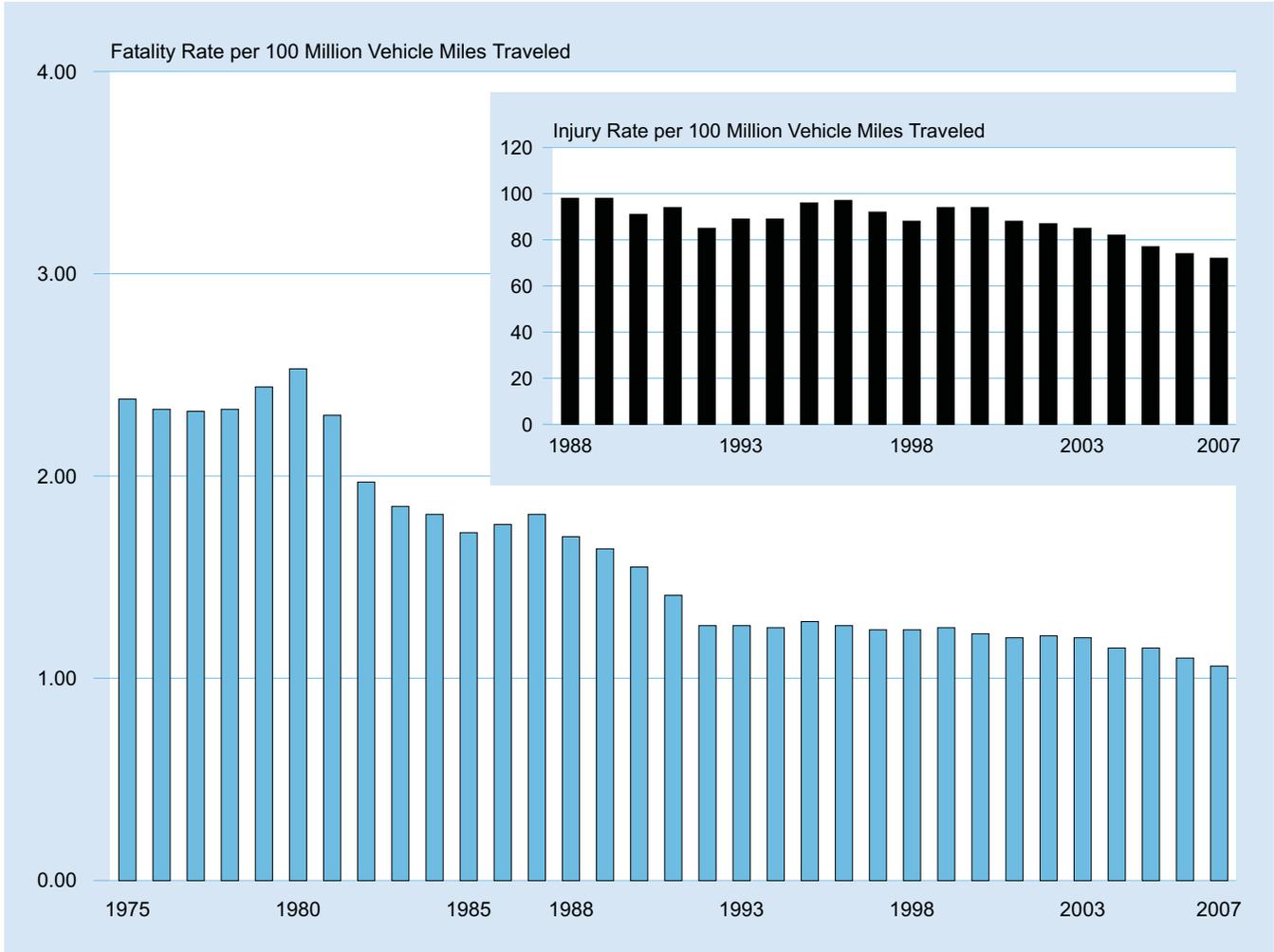
**Table 8**  
**Light Truck Occupants Killed or Injured and Fatality and Injury Rates**  
**per Registered Vehicle and Vehicle Miles of Travel, 1975-2008**

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,173,062	942,611	11,526	15.13	1.22	887,000	1,164	94
2001	78,845,571	976,096	11,723	14.87	1.20	861,000	1,091	88
2002	81,795,850	1,012,648	12,274	15.01	1.21	879,000	1,075	87
2003	85,179,665	1,043,936	12,546	14.73	1.20	889,000	1,044	85
2004	89,938,578	1,098,807	12,674	14.09	1.15	900,000	1,001	82
2005	94,928,732	1,134,247	13,037	13.73	1.15	872,000	919	77
2006	98,213,587	1,158,460	12,761	12.99	1.10	857,000	872	74
2007	100,974,094	1,176,713	12,458	12.34	1.06	841,000	833	72
2008	—	—	10,764	—	—	768,000	—	—

\*Injury data not available before 1988.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

**Figure 5**  
**Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2007**



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**Table 9**

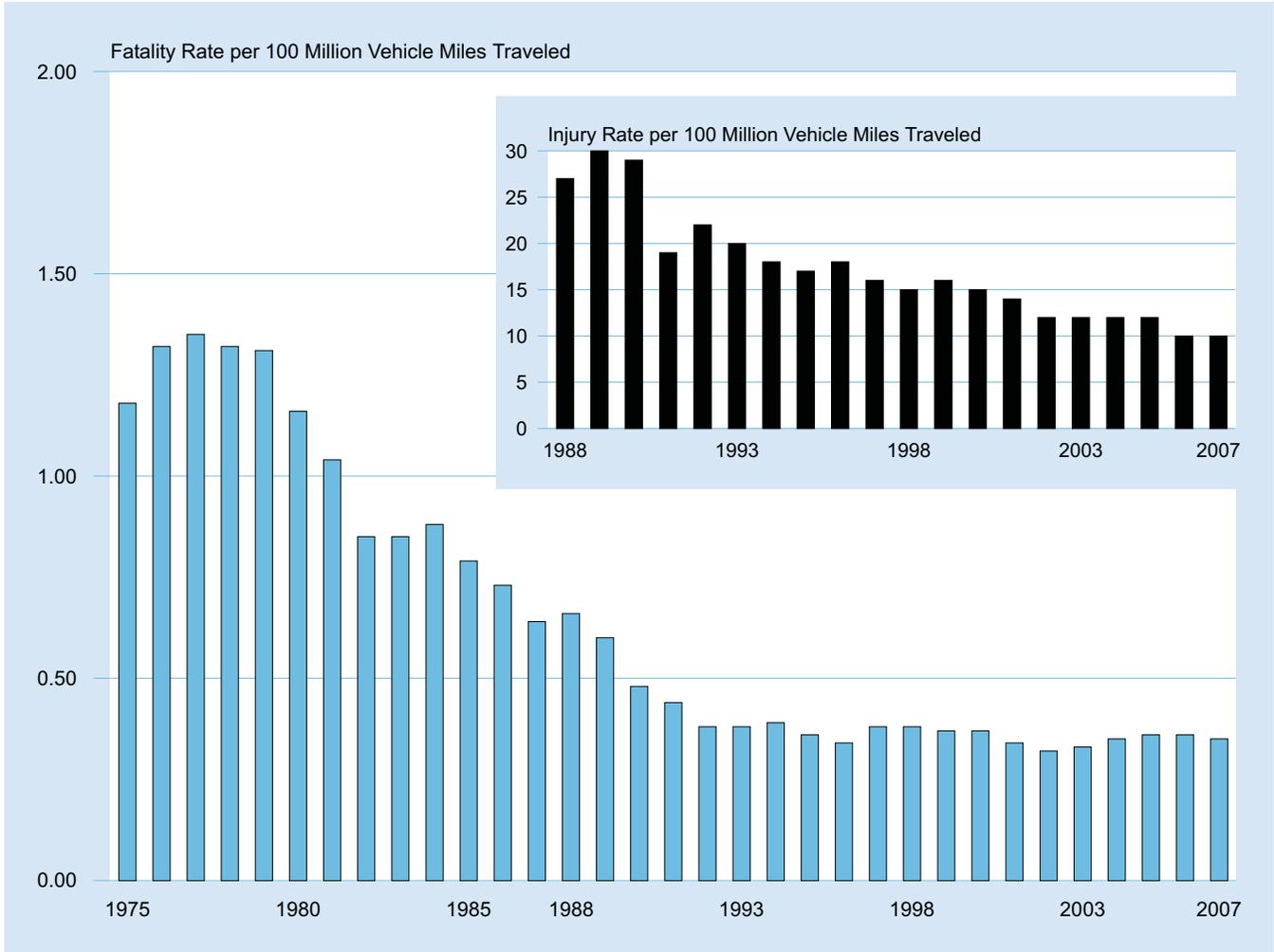
**Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2008**

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Vehicle Miles Traveled	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,675	209,032	708	9.01	0.34	29,000	374	14
2002	7,927,280	214,603	689	8.69	0.32	26,000	331	12
2003	7,756,888	217,917	726	9.36	0.33	27,000	347	12
2004	8,171,364	220,792	766	9.37	0.35	27,000	334	12
2005	8,481,999	222,523	804	9.48	0.36	27,000	322	12
2006	8,819,007	222,513	805	9.13	0.36	23,000	259	10
2007	9,027,624	226,963	805	8.92	0.35	23,000	258	10
2008	—	—	677	—	—	23,000	—	—

\*Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

**Figure 6**  
**Large Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2007**



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**Table 10**

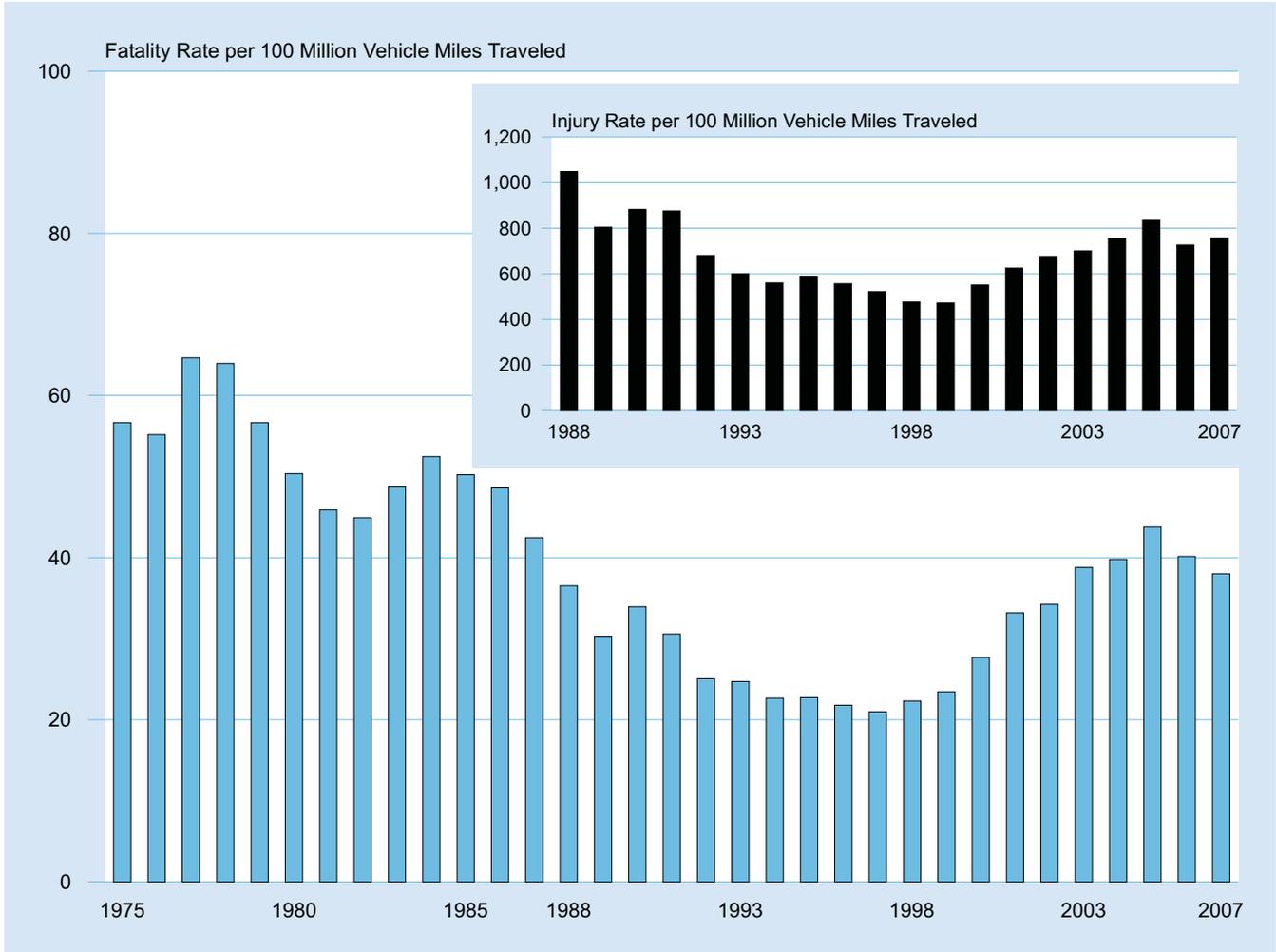
**Motorcyclists Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2008**

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Vehicle Miles Traveled
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,639	3,197	65.20	33.17	60,000	1,229	625
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,293	677
2003	5,370,035	9,577	3,714	69.16	38.78	67,000	1,250	701
2004	5,767,934	10,122	4,028	69.83	39.79	76,000	1,324	755
2005	6,227,146	10,454	4,576	73.48	43.77	87,000	1,402	835
2006	6,678,958	12,049	4,837	72.42	40.14	88,000	1,312	727
2007	7,138,476	13,612	5,174	72.48	38.01	103,000	1,443	757
2008	—	—	5,290	—	—	96,000	—	—

\*Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

**Figure 7**  
**Motorcyclist Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2007**



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**Table 11**  
**Persons Killed or Injured in Crashes Involving a Large Truck**  
**by Person Type and Crash Type, 1975-2008**

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
<b>Killed</b>						
1975	643	318	961	3,106	416	4,483
1980	861	401	1,262	4,084	625	5,971
1985	634	343	977	4,227	530	5,734
1988	585	326	911	4,250	518	5,679
1989	550	308	858	4,142	490	5,490
1990	485	220	705	4,071	496	5,272
1991	448	213	661	3,705	455	4,821
1992	396	189	585	3,460	417	4,462
1993	389	216	605	3,855	396	4,856
1994	451	219	670	4,013	461	5,144
1995	425	223	648	3,846	424	4,918
1996	412	209	621	4,087	434	5,142
1997	499	224	723	4,223	452	5,398
1998	486	256	742	4,215	438	5,395
1999	480	279	759	4,180	441	5,380
2000	484	270	754	4,114	414	5,282
2001	474	234	708	3,962	441	5,111
2002	449	240	689	3,886	364	4,939
2003	457	269	726	3,919	391	5,036
2004	469	297	766	4,042	427	5,235
2005	478	326	804	3,971	465	5,240
2006	500	305	805	3,797	425	5,027
2007	502	303	805	3,608	409	4,822
2008	430	247	677	3,139	413	4,229
<b>Injured</b>						
1988	17,000	20,000	37,000	89,000	4,000	130,000
1989	20,000	23,000	43,000	111,000	2,000	156,000
1990	16,000	26,000	42,000	106,000	2,000	150,000
1991	13,000	15,000	28,000	80,000	2,000	110,000
1992	13,000	20,000	34,000	102,000	3,000	139,000
1993	13,000	19,000	32,000	95,000	6,000	133,000
1994	11,000	19,000	30,000	99,000	3,000	133,000
1995	15,000	15,000	30,000	84,000	2,000	117,000
1996	15,000	18,000	33,000	95,000	3,000	130,000
1997	14,000	17,000	31,000	98,000	2,000	131,000
1998	14,000	14,000	29,000	97,000	2,000	127,000
1999	15,000	18,000	33,000	105,000	4,000	142,000
2000	16,000	14,000	31,000	106,000	3,000	140,000
2001	13,000	16,000	29,000	99,000	3,000	131,000
2002	12,000	14,000	26,000	100,000	4,000	130,000
2003	11,000	16,000	27,000	92,000	3,000	122,000
2004	13,000	14,000	27,000	85,000	4,000	116,000
2005	10,000	17,000	27,000	84,000	2,000	114,000
2006	11,000	12,000	23,000	81,000	2,000	106,000
2007	10,000	13,000	23,000	75,000	2,000	101,000
2008	10,000	13,000	23,000	64,000	3,000	90,000

**Table 12**  
**Nonoccupant Fatality and Injury Rates per Population by Age Group, 1975-2008**

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
<b>Fatality Rate per 100,000 Population</b>												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	<b>3.99</b>
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	<b>4.03</b>
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	<b>3.27</b>
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	<b>3.27</b>
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	<b>3.23</b>
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	<b>3.24</b>
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	<b>3.04</b>
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	<b>2.99</b>
1991	1.43	2.40	2.39	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	<b>2.68</b>
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	<b>2.50</b>
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	<b>2.55</b>
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	<b>2.46</b>
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	<b>2.48</b>
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	<b>2.40</b>
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	<b>2.35</b>
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	<b>2.26</b>
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	<b>2.14</b>
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.81	<b>1.98</b>
2001	0.70	1.06	1.33	1.79	2.01	1.67	2.36	2.39	2.14	2.45	4.08	<b>2.02</b>
2002	0.70	0.94	1.18	1.66	1.70	1.76	2.24	2.37	2.11	2.78	3.65	<b>1.96</b>
2003	0.61	0.89	1.27	1.79	1.77	1.62	2.25	2.24	2.28	2.36	3.50	<b>1.91</b>
2004	0.62	0.87	1.12	1.59	1.84	1.70	2.14	2.39	2.04	2.44	3.49	<b>1.89</b>
2005	0.63	0.77	1.12	1.67	2.10	1.78	2.24	2.58	2.17	2.53	3.50	<b>1.98</b>
2006	0.57	0.80	0.95	1.60	1.97	1.84	2.10	2.62	2.21	2.35	3.28	<b>1.93</b>
2007	0.54	0.63	1.02	1.64	2.00	1.77	2.08	2.48	1.88	2.36	3.04	<b>1.84</b>
2008	0.51	0.54	0.92	1.63	1.91	1.63	1.84	2.44	2.05	2.07	2.66	<b>1.74</b>
<b>Injury Rate per 100,000 Population</b>												
1988	35	178	195	116	117	74	45	38	35	25	45	<b>79</b>
1989	32	179	198	127	96	69	53	43	42	33	39	<b>79</b>
1990	34	139	181	128	109	76	52	37	26	29	38	<b>75</b>
1991	26	138	157	96	91	70	41	37	31	31	29	<b>66</b>
1992	33	120	165	93	98	57	45	35	29	30	27	<b>63</b>
1993	27	116	170	93	95	66	49	45	26	27	38	<b>66</b>
1994	24	112	151	119	88	60	47	36	33	24	29	<b>63</b>
1995	33	104	160	93	87	62	52	27	22	30	26	<b>62</b>
1996	31	91	156	87	80	57	38	36	26	26	22	<b>57</b>
1997	27	93	132	75	67	51	50	34	29	29	22	<b>55</b>
1998	19	77	121	70	68	49	40	33	25	21	17	<b>48</b>
1999	20	85	129	70	58	56	38	38	26	27	22	<b>51</b>
2000	18	99	91	65	71	50	41	30	29	21	20	<b>48</b>
2001	17	64	106	75	52	46	38	35	30	29	18	<b>46</b>
2002	16	60	93	62	37	54	40	29	35	26	20	<b>44</b>
2003	15	59	93	63	50	46	42	32	26	24	21	<b>43</b>
2004	18	55	83	60	53	41	39	35	22	22	18	<b>40</b>
2005	16	61	79	69	59	33	28	35	37	22	16	<b>40</b>
2006	11	37	73	68	42	36	35	33	35	24	19	<b>38</b>
2007	11	44	78	68	63	47	37	38	24	24	22	<b>41</b>
2008	11	36	84	85	65	39	38	40	35	25	23	<b>43</b>

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

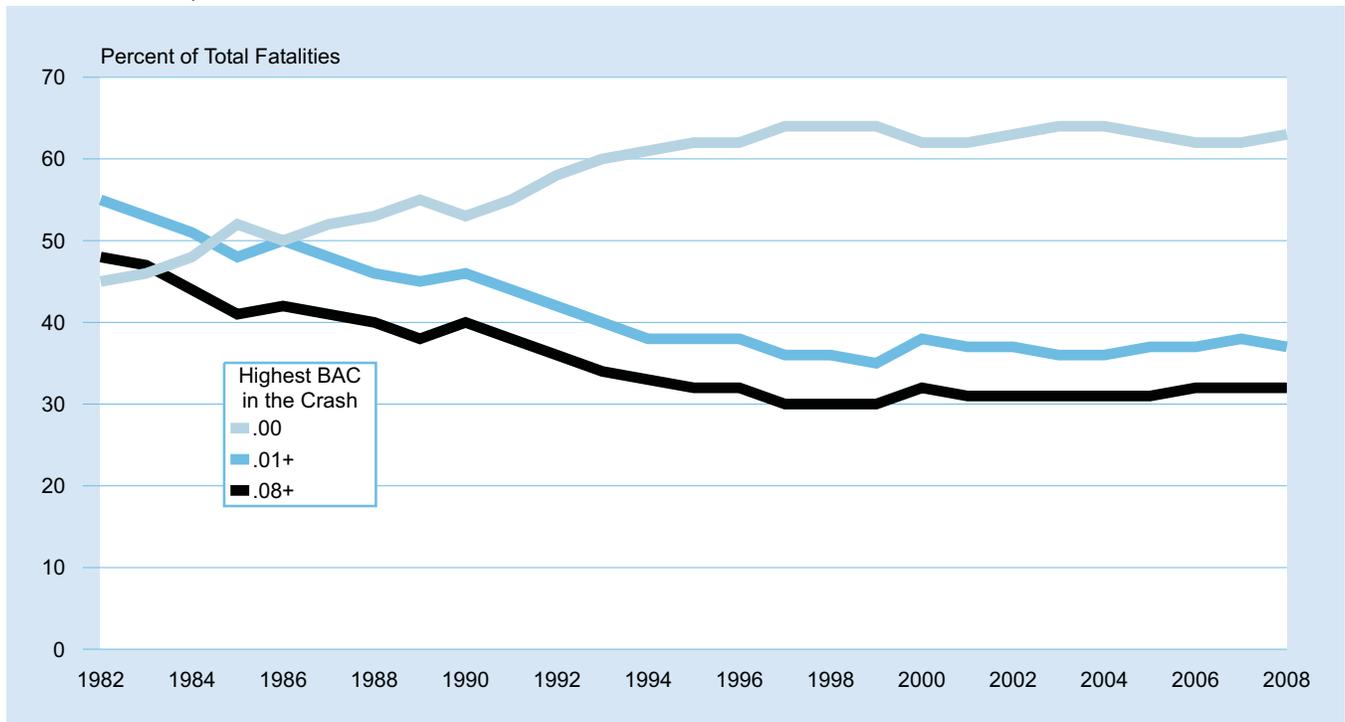
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**Table 13**  
**Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2008**

Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	43,945	100
1985	22,589	52	2,974	7	18,125	41	21,098	48	43,825	100
1986	22,896	50	3,487	8	19,554	42	23,041	50	46,087	100
1987	24,186	52	3,238	7	18,813	41	22,051	48	46,390	100
1988	25,164	53	3,156	7	18,611	40	21,767	46	47,087	100
1989	25,152	55	2,793	6	17,521	38	20,314	45	45,582	100
1990	23,823	53	2,901	7	17,705	40	20,607	46	44,599	100
1991	23,025	55	2,480	6	15,827	38	18,307	44	41,508	100
1992	22,726	58	2,352	6	14,049	36	16,401	42	39,250	100
1993	23,979	60	2,300	6	13,739	34	16,039	40	40,150	100
1994	24,948	61	2,236	5	13,390	33	15,626	38	40,716	100
1995	25,768	62	2,416	6	13,478	32	15,893	38	41,817	100
1996	26,052	62	2,415	6	13,451	32	15,866	38	42,065	100
1997	26,902	64	2,216	5	12,757	30	14,973	36	42,013	100
1998	26,477	64	2,353	6	12,546	30	14,899	36	41,501	100
1999	26,798	64	2,235	5	12,555	30	14,790	35	41,717	100
2000	26,082	62	2,422	6	13,324	32	15,746	38	41,945	100
2001	26,334	62	2,441	6	13,290	31	15,731	37	42,196	100
2002	27,080	63	2,321	5	13,472	31	15,793	37	43,005	100
2003	27,328	64	2,327	5	13,096	31	15,423	36	42,884	100
2004	27,413	64	2,212	5	13,099	31	15,311	36	42,836	100
2005	27,423	63	2,404	6	13,582	31	15,985	37	43,510	100
2006	26,633	62	2,479	6	13,491	32	15,970	37	42,708	100
2007	25,611	62	2,494	6	13,041	32	15,534	38	41,259	100
2008	23,317	63	2,072	6	11,773	32	13,846	37	37,261	100

Notes: Total fatalities include those in which there was no driver or motorcycle rider present. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 8**  
**Proportion of Persons Killed, by Highest Driver Blood Alcohol Concentration (BAC) in the Crash, 1982-2008**



**Table 14**

**Persons Killed and Percent Alcohol-Impaired Driving During Holiday Periods, 1982-2008**

Year	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*	Killed	Percent Alcohol-Impaired Driving*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	58	600 (3)	59
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	423 (4)	41	425 (3)	41	491 (3)	43
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	55	601 (4)	51	458 (3)	50
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	487 (3)	40	502 (4)	36	420 (4)	34

\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

\*\*The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on *Monday*, the holiday period is from 6:00 pm Friday to 5:59 am Tuesday.
- If the holiday falls on *Tuesday*, the holiday period is from 6:00 pm Friday to 5:59 am Wednesday.
- If the holiday falls on *Wednesday*, the holiday period is from 6:00 pm Tuesday to 5:59 am Thursday.
- If the holiday falls on *Thursday*, the holiday period is from 6:00 pm Wednesday to 5:59 am Monday.
- If the holiday falls on *Friday*, the holiday period is from 6:00 pm Thursday to 5:59 am Monday.

\*\*\*No data available.

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**Table 15**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2008**

Year	Day*			Night*			Total Drivers		
	Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1985	27,578	16	12	30,008	52	44	57,883	35	29
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,686	11	8	26,360	41	35	58,395	24	21
2005	31,820	11	9	27,085	41	36	59,220	25	21
2006	30,566	12	9	26,949	42	36	57,846	26	22
2007	29,307	11	9	26,367	42	36	56,019	26	22
2008	26,262	11	9	23,641	42	36	50,186	26	22

\*Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 16**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-2008**

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1985	44,846	38	32	12,142	22	18
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	36,881	29	25	12,568	16	13

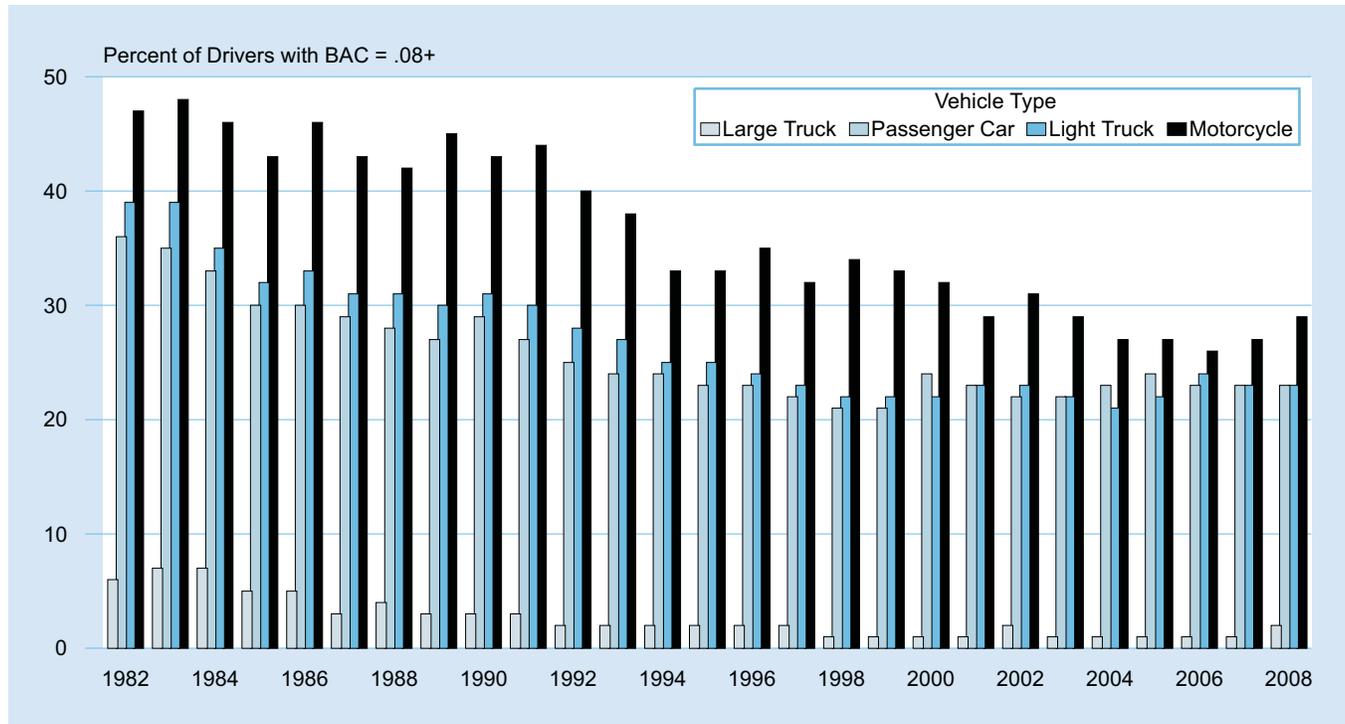
Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 17**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-2008**

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
	Total	Percent		Total	Percent		Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,284	28	23	18,989	26	23	4,017	3	2	5,383	36	29

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 9**  
**Proportion of Drivers Involved in Fatal Crashes with BAC = .08+ by Vehicle Type, 1982-2008**



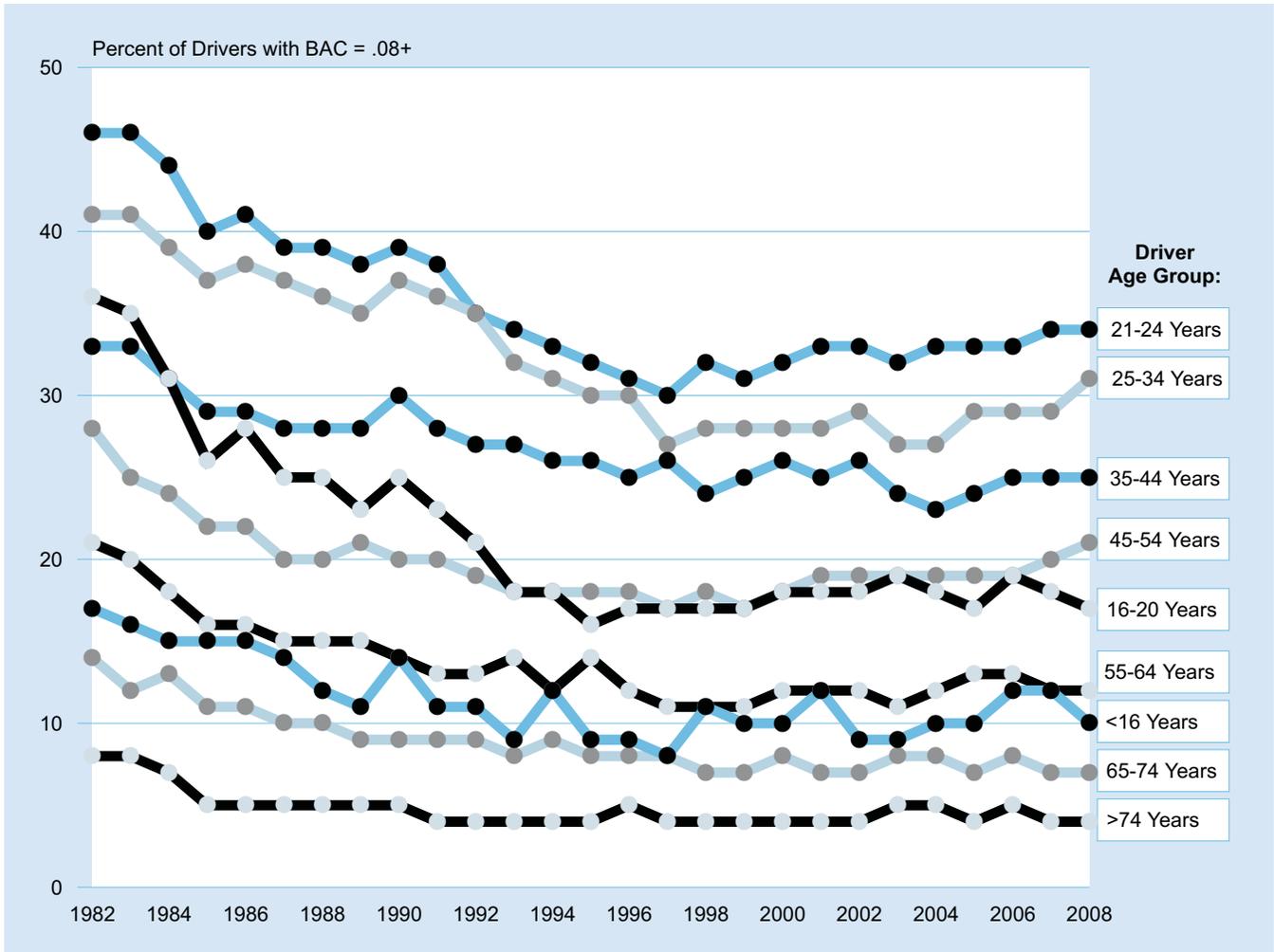
# Chapter 1 ■ Trends

**Table 18**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2008**

Year	Percent			Total	Percent		Total	Percent	
	Total	BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
<16 Years			16-20 Years			21-24 Years			
1982	412	20	17	9,858	45	36	9,018	53	46
1985	479	21	15	9,386	35	26	9,046	47	40
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	16	10	7,334	22	17	6,585	39	33
2006	277	16	12	7,315	24	19	6,480	39	33
2007	239	17	12	6,894	23	18	6,287	41	34
2008	213	12	10	5,729	22	17	5,312	40	34
	<b>25-34 Years</b>			<b>35-44 Years</b>			<b>45-54 Years</b>		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1985	15,257	42	37	8,892	32	29	5,150	26	22
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,745	36	31	8,762	29	25	8,313	24	21
	<b>55-64 Years</b>			<b>65-74 Years</b>			<b>&gt;74 Years</b>		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1985	4,112	19	16	2,650	14	11	1,829	8	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,695	16	12	2,913	9	7	2,656	6	4

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 10**  
**Proportion of Drivers in Fatal Crashes with BAC = .08+ by Age, 1982-2008**



# Chapter 1 ■ Trends

**Table 19**  
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2008**

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	56,029
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	57,883
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	58,893
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	54,391
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	51,901
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	53,401
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	54,549
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	56,164
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	57,001
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	56,688
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	56,604
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	56,502
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	57,280
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	57,586
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	58,113
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	58,517
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	58,395
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	59,220
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	57,846
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	56,019
2008	22,188	904	2,919	26,011	14,969	1,179	8,027	24,175	37,157	2,083	10,946	50,186

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 20**  
**Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-2008**

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	6,154	100
1985	3,072	54	342	6	2,288	40	5,702	100
1990	3,185	57	260	5	2,150	38	5,595	100
1991	2,862	57	236	5	1,907	38	5,005	100
1992	2,712	56	231	5	1,868	39	4,812	100
1993	2,792	57	199	4	1,869	38	4,860	100
1994	2,782	59	230	5	1,725	36	4,737	100
1995	2,871	59	225	5	1,801	37	4,896	100
1996	2,749	58	212	4	1,816	38	4,777	100
1997	2,889	61	177	4	1,649	35	4,715	100
1998	2,743	59	248	5	1,689	36	4,680	100
1999	2,568	58	194	4	1,657	37	4,419	100
2000	2,535	59	213	5	1,541	36	4,288	100
2001	2,666	60	220	5	1,567	35	4,453	100
2002	2,670	60	193	4	1,589	36	4,451	100
2003	2,621	60	192	4	1,570	36	4,383	100
2004	2,563	60	208	5	1,535	36	4,306	100
2005	2,778	61	197	4	1,566	34	4,541	100
2006	2,580	58	222	5	1,661	37	4,463	100
2007	2,585	59	207	5	1,594	36	4,386	100
2008	2,400	58	177	4	1,529	37	4,106	100

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 21**

**Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-2008**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
1975	2,583	5.6	29,710	64.3	13,931	30.1	46,224	100.0
1980	1,482	2.9	37,889	73.8	11,935	23.3	51,306	100.0
1985	6,172	13.3	29,705	64.0	10,566	22.8	46,443	100.0
1988	16,948	32.6	28,146	54.2	6,842	13.2	51,936	100.0
1990	18,340	37.1	24,706	50.0	6,348	12.9	49,394	100.0
1992	19,106	43.2	19,836	44.9	5,268	11.9	44,210	100.0
1994	22,763	49.1	18,946	40.9	4,629	10.0	46,338	100.0
1995	24,166	50.1	19,427	40.3	4,663	9.7	48,256	100.0
1996	25,207	51.7	18,759	38.5	4,747	9.7	48,713	100.0
1997	25,313	52.3	18,286	37.8	4,799	9.9	48,398	100.0
1998	25,854	53.7	17,601	36.6	4,699	9.8	48,154	100.0
1999	25,498	53.4	17,693	37.1	4,552	9.5	47,743	100.0
2000	26,690	55.5	16,995	35.4	4,369	9.1	48,054	100.0
2001	27,222	56.5	16,528	34.3	4,398	9.1	48,148	100.0
2002	27,813	57.0	16,710	34.2	4,275	8.8	48,798	100.0
2003	28,822	59.3	15,491	31.9	4,281	8.8	48,594	100.0
2004	29,072	60.6	15,120	31.5	3,743	7.8	47,935	100.0
2005	29,264	61.1	14,984	31.3	3,677	7.7	47,925	100.0
2006	28,285	60.9	14,434	31.1	3,750	8.1	46,469	100.0
2007	27,622	62.1	13,215	29.7	3,647	8.2	44,484	100.0
2008	24,489	62.4	11,722	29.8	3,062	7.8	39,273	100.0
<b>Drivers in Injury Crashes</b>								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	3,724,000	100.0
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	3,556,000	100.0
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	3,386,000	100.0
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	3,690,000	100.0
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	3,931,000	100.0
1996	3,136,000	79.4	366,000	9.3	445,000	11.3	3,947,000	100.0
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	3,794,000	100.0
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	3,600,000	100.0
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	3,598,000	100.0
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	3,600,000	100.0
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	3,491,000	100.0
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	3,338,000	100.0
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	3,356,000	100.0
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	3,230,000	100.0
2005	2,666,000	86.1	141,000	4.5	290,000	9.4	3,097,000	100.0
2006	2,577,000	86.2	124,000	4.1	290,000	9.7	2,990,000	100.0
2007	2,475,000	86.4	116,000	4.0	274,000	9.6	2,865,000	100.0
2008	2,369,000	87.2	105,000	3.9	241,000	8.9	2,715,000	100.0
<b>Drivers in Property-Damage-Only Crashes</b>								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	7,481,000	100.0
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	7,094,000	100.0
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	6,523,000	100.0
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	7,124,000	100.0
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	7,454,000	100.0
1996	5,960,000	79.2	328,000	4.4	1,241,000	16.5	7,529,000	100.0
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	7,406,000	100.0
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	7,187,000	100.0
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	6,932,000	100.0
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	7,069,000	100.0
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	7,058,000	100.0
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	7,173,000	100.0
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	7,137,000	100.0
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	7,083,000	100.0
2005	6,087,000	86.1	104,000	1.5	880,000	12.4	7,071,000	100.0
2006	5,940,000	85.3	95,000	1.4	925,000	13.3	6,960,000	100.0
2007	6,011,000	85.8	91,000	1.3	900,000	12.9	7,003,000	100.0
2008	5,862,000	86.7	95,000	1.4	802,000	11.9	6,758,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

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**Table 22**  
**Occupants of Passenger Cars and Light Trucks Killed or Injured, by Restraint Use, 1975-2008**

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
1975	986	3.2	21,076	68.5	8,723	28.3	30,785	100.0
1980	671	1.9	27,483	78.7	6,781	19.4	34,935	100.0
1985	2,391	8.0	22,131	74.0	5,379	18.0	29,901	100.0
1986	4,074	12.6	23,420	72.6	4,767	14.8	32,261	100.0
1987	5,249	15.8	23,799	71.7	4,142	12.5	33,190	100.0
1988	6,210	18.2	24,359	71.4	3,545	10.4	34,114	100.0
1989	6,546	19.5	23,613	70.2	3,455	10.3	33,614	100.0
1990	6,775	20.7	22,547	69.0	3,371	10.3	32,693	100.0
1991	7,332	23.8	20,488	66.6	2,956	9.6	30,776	100.0
1992	7,699	26.1	19,053	64.6	2,733	9.3	29,485	100.0
1993	8,679	28.9	18,553	61.7	2,845	9.5	30,077	100.0
1994	9,642	31.2	18,636	60.3	2,623	8.5	30,901	100.0
1995	10,159	31.8	19,123	59.8	2,709	8.5	31,991	100.0
1996	10,716	33.0	18,848	58.1	2,873	8.9	32,437	100.0
1997	10,995	33.9	18,642	57.5	2,811	8.7	32,448	100.0
1998	11,213	35.2	18,022	56.5	2,664	8.4	31,899	100.0
1999	11,174	34.8	18,316	57.0	2,637	8.2	32,127	100.0
2000	11,787	36.6	17,810	55.3	2,628	8.2	32,225	100.0
2001	11,946	37.3	17,517	54.7	2,580	8.1	32,043	100.0
2002	12,533	38.2	17,797	54.2	2,513	7.7	32,843	100.0
2003	12,967	40.2	16,764	51.9	2,540	7.9	32,271	100.0
2004	13,250	41.6	16,432	51.6	2,184	6.9	31,866	100.0
2005	13,064	41.4	16,247	51.5	2,238	7.1	31,549	100.0
2006	12,710	41.4	15,635	51.0	2,341	7.6	30,686	100.0
2007	12,322	42.4	14,446	49.7	2,304	7.9	29,072	100.0
2008	10,642	42.0	12,865	50.7	1,844	7.3	25,351	100.0
<b>Occupants Injured</b>								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	3,063,000	100.0
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	2,942,000	100.0
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	2,882,000	100.0
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	2,797,000	100.0
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	2,776,000	100.0
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	2,866,000	100.0
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	2,995,000	100.0
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	3,192,000	100.0
1996	2,468,000	76.7	520,000	16.1	231,000	7.2	3,220,000	100.0
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	3,095,000	100.0
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	2,964,000	100.0
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	2,984,000	100.0
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	2,938,000	100.0
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	2,787,000	100.0
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	2,684,000	100.0
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	2,646,000	100.0
2004	2,156,000	84.8	206,000	8.1	181,000	7.1	2,543,000	100.0
2005	2,077,000	84.9	207,000	8.5	161,000	6.6	2,446,000	100.0
2006	1,992,000	85.5	183,000	7.8	156,000	6.7	2,331,000	100.0
2007	1,894,000	85.3	170,000	7.6	157,000	7.1	2,221,000	100.0
2008	1,784,000	86.1	141,000	6.8	147,000	7.1	2,072,000	100.0

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 23**

**Passenger Car and Light Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2008**

Year	Passenger Cars			Light Trucks									Total*		
	Total Killed	Rollover		Total Killed	Pickup		Utility			Van			Total Killed	Rollover	
		Number	Percent		Number	Percent	Total Killed	Number	Percent	Total Killed	Number	Percent		Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	29,689	8,298	27.9
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	29,181	8,219	28.2
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	30,116	8,497	28.2
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	29,901	8,284	27.7
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	32,261	9,474	29.4
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	33,190	9,801	29.5
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	34,114	10,138	29.7
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	33,614	9,689	28.8
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	32,693	9,619	29.4
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	30,776	9,258	30.1
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	29,485	8,636	29.3
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	30,077	8,561	28.5
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	30,901	8,981	29.1
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	31,991	9,537	29.8
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	32,437	9,624	29.7
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	32,448	9,527	29.4
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	31,899	9,773	30.6
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	32,127	10,140	31.6
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	32,225	9,959	30.9
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	32,043	10,157	31.7
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	32,843	10,729	32.7
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	32,271	10,442	32.4
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	31,866	10,590	33.2
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	31,549	10,870	34.5
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	30,686	10,742	35.0
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	29,072	10,240	35.2
2008	14,587	3,640	25.0	5,073	2,424	47.8	4,186	2,414	57.7	1,491	515	34.5	25,351	8,999	35.5

\*Total includes occupants of other and unknown light trucks.



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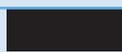


Chapter 2

# CRASHES



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## CHAPTER 2 ■ CRASHES

This chapter presents statistics about police-reported motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Nonfatal Injury** (Injury), and **Property Damage**. The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section:

- More than 5.8 million police-reported motor vehicle crashes occurred in the United States in 2008. Twenty-eight percent of those crashes (1.63 million) resulted in an injury, and fewer than 1 percent (34,017) resulted in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2008, with 1,171 and 1,184 fatal crashes, respectively.
- Sixty percent of fatal crashes involved only one vehicle, as compared with 34 percent of injury crashes and 32 percent of property-damage-only crashes.
- Nearly one-half of all fatal crashes in 2008 occurred on roads with posted speed limits of 55 mph or more, as compared with 23 percent of injury crashes and 23 percent of property-damage-only crashes.
- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 20 percent of all crashes, but they accounted for 46 percent of fatal crashes.
- Thirty-one percent of all fatal crashes involved alcohol-impaired driving, where the highest blood alcohol concentration (BAC) among drivers involved in the crash was .08 grams per deciliter (g/dL) or higher. For fatal crashes occurring from midnight to 3 a.m., 64 percent involved alcohol-impaired driving.

## Chapter 2 ■ Crashes

**Table 24**  
**Crashes and Crash Rates by Month and Crash Severity**

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,568	1.12	136,000	59	373,000	162	<b>511,000</b>	<b>223</b>
February	2,583	1.19	141,000	65	397,000	183	<b>541,000</b>	<b>249</b>
March	2,550	1.03	132,000	53	345,000	139	<b>480,000</b>	<b>193</b>
April	2,715	1.09	135,000	54	315,000	127	<b>452,000</b>	<b>182</b>
May	2,884	1.12	148,000	58	328,000	127	<b>479,000</b>	<b>186</b>
June	3,025	1.20	137,000	54	314,000	125	<b>454,000</b>	<b>180</b>
July	3,006	1.17	128,000	50	299,000	116	<b>430,000</b>	<b>167</b>
August	3,210	1.25	130,000	51	309,000	120	<b>442,000</b>	<b>172</b>
September	2,840	1.21	131,000	56	303,000	129	<b>437,000</b>	<b>186</b>
October	3,040	1.21	137,000	54	359,000	142	<b>499,000</b>	<b>198</b>
November	2,803	1.20	134,000	58	373,000	160	<b>510,000</b>	<b>219</b>
December	2,793	1.17	140,000	59	434,000	182	<b>577,000</b>	<b>242</b>
<b>Total</b>	<b>34,017</b>	<b>1.16</b>	<b>1,630,000</b>	<b>56</b>	<b>4,146,000</b>	<b>142</b>	<b>5,811,000</b>	<b>199</b>

\*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled (VMT), Federal Highway Administration, *Traffic Volume Trends, June 2009*.

## Chapter 2 ■ Crashes

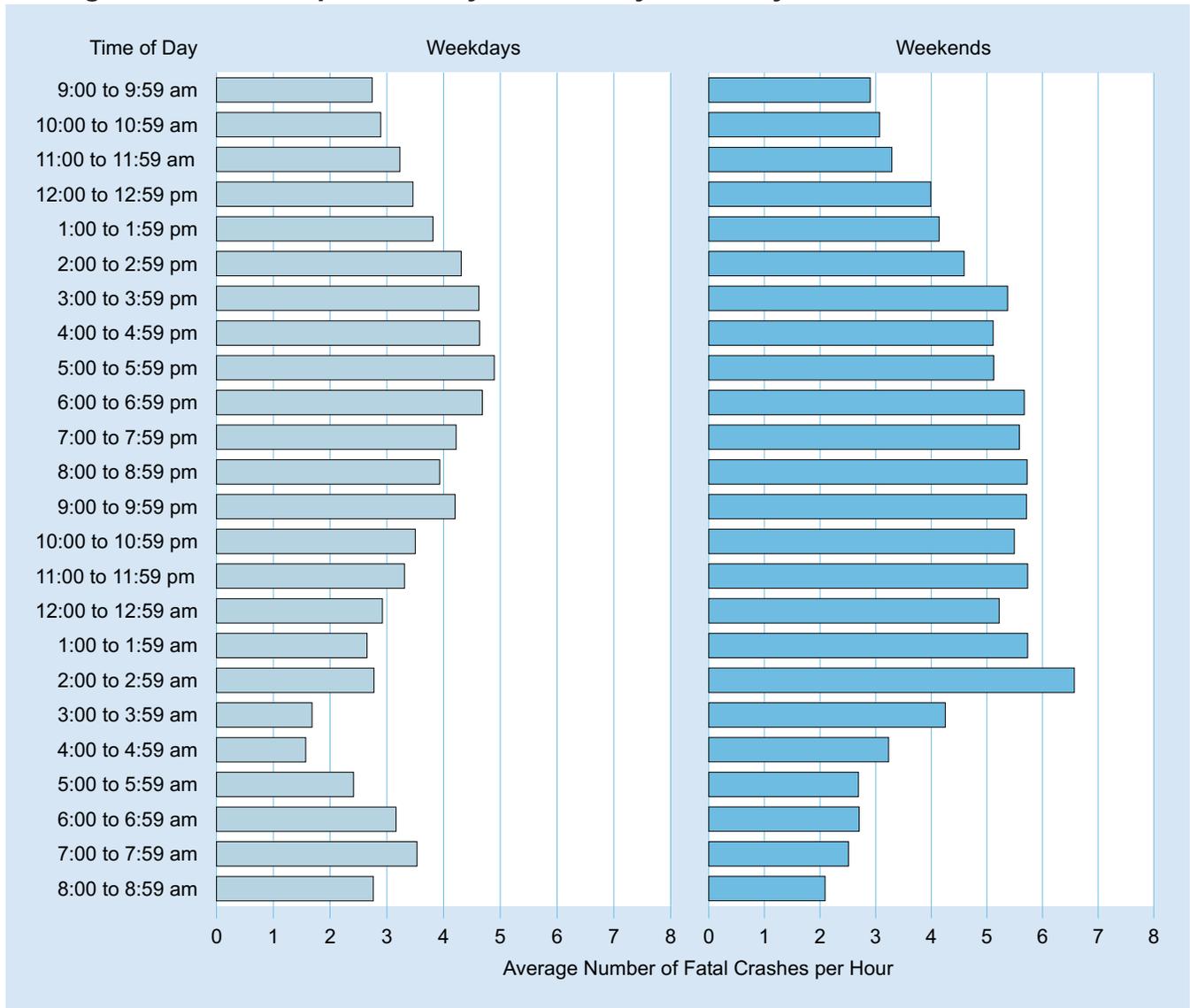
**Table 25**  
**Crashes by Time of Day, Day of Week, and Crash Severity**

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
<b>Fatal Crashes</b>								
Midnight to 3 am	1,184	379	351	405	422	574	1,171	<b>4,486</b>
3 am to 6 am	673	265	304	284	271	329	648	<b>2,774</b>
6 am to 9 am	343	506	492	505	467	507	416	<b>3,236</b>
9 am to Noon	416	455	471	437	445	514	547	<b>3,285</b>
Noon to 3 pm	622	600	633	556	570	674	701	<b>4,356</b>
3 pm to 6 pm	798	720	750	692	702	840	823	<b>5,325</b>
6 pm to 9 pm	822	641	645	657	752	869	956	<b>5,342</b>
9 pm to Midnight	631	513	532	609	657	1,044	966	<b>4,952</b>
Unknown	42	32	36	32	28	39	51	<b>261</b>
<b>Total</b>	<b>5,531</b>	<b>4,111</b>	<b>4,214</b>	<b>4,177</b>	<b>4,314</b>	<b>5,390</b>	<b>6,279</b>	<b>*34,017</b>
<b>Injury Crashes</b>								
Midnight to 3 am	22,000	8,000	8,000	7,000	8,000	13,000	23,000	<b>88,000</b>
3 am to 6 am	14,000	6,000	5,000	6,000	7,000	7,000	12,000	<b>57,000</b>
6 am to 9 am	10,000	33,000	41,000	37,000	35,000	33,000	16,000	<b>205,000</b>
9 am to Noon	20,000	30,000	33,000	31,000	28,000	30,000	30,000	<b>201,000</b>
Noon to 3 pm	34,000	42,000	45,000	41,000	41,000	50,000	45,000	<b>299,000</b>
3 pm to 6 pm	36,000	60,000	62,000	65,000	63,000	74,000	38,000	<b>399,000</b>
6 pm to 9 pm	28,000	33,000	35,000	35,000	36,000	42,000	30,000	<b>238,000</b>
9 pm to Midnight	17,000	18,000	16,000	18,000	19,000	28,000	27,000	<b>143,000</b>
<b>Total</b>	<b>182,000</b>	<b>229,000</b>	<b>245,000</b>	<b>241,000</b>	<b>236,000</b>	<b>277,000</b>	<b>220,000</b>	<b>1,630,000</b>
<b>Property-Damage-Only Crashes</b>								
Midnight to 3 am	54,000	19,000	18,000	24,000	21,000	28,000	46,000	<b>210,000</b>
3 am to 6 am	30,000	19,000	19,000	16,000	16,000	20,000	28,000	<b>149,000</b>
6 am to 9 am	25,000	99,000	100,000	113,000	95,000	84,000	38,000	<b>555,000</b>
9 am to Noon	49,000	80,000	85,000	85,000	79,000	92,000	75,000	<b>547,000</b>
Noon to 3 pm	81,000	117,000	102,000	116,000	106,000	142,000	88,000	<b>753,000</b>
3 pm to 6 pm	81,000	149,000	170,000	173,000	154,000	183,000	101,000	<b>1,009,000</b>
6 pm to 9 pm	63,000	80,000	85,000	84,000	88,000	101,000	81,000	<b>582,000</b>
9 pm to Midnight	38,000	38,000	46,000	43,000	49,000	69,000	59,000	<b>342,000</b>
<b>Total</b>	<b>421,000</b>	<b>600,000</b>	<b>626,000</b>	<b>654,000</b>	<b>609,000</b>	<b>720,000</b>	<b>516,000</b>	<b>4,146,000</b>
<b>All Crashes</b>								
Midnight to 3 am	76,000	28,000	26,000	32,000	29,000	41,000	70,000	<b>302,000</b>
3 am to 6 am	45,000	25,000	25,000	23,000	23,000	28,000	41,000	<b>210,000</b>
6 am to 9 am	36,000	133,000	142,000	151,000	130,000	118,000	54,000	<b>764,000</b>
9 am to Noon	70,000	110,000	118,000	117,000	108,000	123,000	105,000	<b>751,000</b>
Noon to 3 pm	116,000	159,000	148,000	158,000	148,000	193,000	134,000	<b>1,056,000</b>
3 pm to 6 pm	118,000	209,000	232,000	238,000	218,000	258,000	140,000	<b>1,413,000</b>
6 pm to 9 pm	92,000	113,000	121,000	120,000	125,000	144,000	111,000	<b>825,000</b>
9 pm to Midnight	56,000	57,000	63,000	61,000	69,000	98,000	86,000	<b>490,000</b>
<b>Total</b>	<b>609,000</b>	<b>834,000</b>	<b>875,000</b>	<b>900,000</b>	<b>850,000</b>	<b>1,002,000</b>	<b>742,000</b>	<b>5,811,000</b>

\*Includes 1 crash that occurred on unknown day.

# Chapter 2 ■ Crashes

**Figure 11**  
**Average Fatal Crashes per Hour, by Time of Day, Weekdays and Weekends**



**Table 26**  
**Crashes by Weather Condition, Light Condition, and Crash Severity**

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
<b>Fatal Crashes</b>					
Normal	14,695	5,189	8,882	1,162	<b>29,983</b>
Rain	1,085	469	757	109	<b>2,425</b>
Snow/Sleet	414	80	293	48	<b>837</b>
Other	160	59	245	47	<b>512</b>
Unknown	69	18	59	5	<b>260</b>
<b>Total</b>	<b>16,423</b>	<b>5,815</b>	<b>10,236</b>	<b>1,371</b>	<b>*34,017</b>
<b>Injury Crashes</b>					
Normal	982,000	233,000	142,000	44,000	<b>1,401,000</b>
Rain	96,000	36,000	20,000	5,000	<b>157,000</b>
Snow/Sleet	25,000	8,000	11,000	1,000	<b>47,000</b>
Other	15,000	4,000	5,000	2,000	<b>26,000</b>
<b>Total</b>	<b>1,118,000</b>	<b>282,000</b>	<b>178,000</b>	<b>52,000</b>	<b>1,630,000</b>
<b>Property-Damage-Only Crashes</b>					
Normal	2,432,000	508,000	383,000	116,000	<b>3,438,000</b>
Rain	249,000	84,000	56,000	24,000	<b>413,000</b>
Snow/Sleet	110,000	40,000	49,000	10,000	<b>209,000</b>
Other	44,000	14,000	22,000	6,000	<b>86,000</b>
<b>Total</b>	<b>2,836,000</b>	<b>645,000</b>	<b>511,000</b>	<b>155,000</b>	<b>4,146,000</b>
<b>All Crashes</b>					
Normal	3,429,000	746,000	534,000	161,000	<b>4,869,000</b>
Rain	346,000	121,000	77,000	29,000	<b>573,000</b>
Snow/Sleet	136,000	48,000	61,000	11,000	<b>256,000</b>
Other	59,000	18,000	27,000	8,000	<b>112,000</b>
<b>Total</b>	<b>3,970,000</b>	<b>932,000</b>	<b>699,000</b>	<b>209,000</b>	<b>5,811,000</b>

\*Includes 172 fatal crashes that occurred under unknown light conditions.

## Chapter 2 ■ Crashes

**Table 27**  
**Fatal Crashes by Emergency Medical Services (EMS) Response Times**  
**Within Designated Minutes and by Land Use**

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Rural Fatal Crashes</b>								
0 to 10	8,971	86.2	5,729	55.0	141	3.0	18	0.4
11 to 20	870	8.4	3,310	31.8	640	13.5	163	3.5
21 to 30	282	2.7	946	9.1	1,216	25.6	504	10.9
31 to 40	124	1.2	282	2.7	1,024	21.5	748	16.1
41 to 50	51	0.5	74	0.7	693	14.6	831	17.9
51 to 60	31	0.3	38	0.4	448	9.4	719	15.5
61 to 120	79	0.8	35	0.3	595	12.5	1,653	35.7
<b>Total*</b>	<b>10,408</b>	<b>100.0</b>	<b>10,414</b>	<b>100.0</b>	<b>4,757</b>	<b>100.0</b>	<b>4,636</b>	<b>100.0</b>
<b>Urban Fatal Crashes</b>								
0 to 10	7,390	93.8	6,479	85.7	211	5.8	35	1.0
11 to 20	321	4.1	897	11.9	1,044	28.7	394	10.9
21 to 30	71	0.9	129	1.7	1,165	32.0	1,015	28.0
31 to 40	40	0.5	36	0.5	642	17.6	892	24.6
41 to 50	13	0.2	9	0.1	295	8.1	559	15.4
51 to 60	17	0.2	10	0.1	150	4.1	361	10.0
61 to 120	29	0.4	2	**	131	3.6	363	10.0
<b>Total*</b>	<b>7,881</b>	<b>100.0</b>	<b>7,562</b>	<b>100.0</b>	<b>3,638</b>	<b>100.0</b>	<b>3,619</b>	<b>100.0</b>

\*Includes crashes for which both times were known.

\*\*Less than 0.05 percent.

**Table 28**  
**Crashes by Crash Type, Relation to Roadway, and Crash Severity**

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
<b>Fatal Crashes</b>						
Single Vehicle	5,910	10,921	2,477	936	310	<b>20,554</b>
Multiple Vehicle	12,854	216	231	141	21	<b>13,463</b>
<b>Total</b>	<b>18,764</b>	<b>11,137</b>	<b>2,708</b>	<b>1,077</b>	<b>331</b>	<b>34,017</b>
<b>Injury Crashes</b>						
Single Vehicle	165,000	302,000	9,000	44,000	26,000	<b>546,000</b>
Multiple Vehicle	1,072,000	5,000	1,000	5,000	1,000	<b>1,084,000</b>
<b>Total</b>	<b>1,238,000</b>	<b>308,000</b>	<b>10,000</b>	<b>49,000</b>	<b>26,000</b>	<b>1,630,000</b>
<b>Property-Damage-Only Crashes</b>						
Single Vehicle	323,000	639,000	19,000	91,000	261,000	<b>1,332,000</b>
Multiple Vehicle	2,779,000	11,000	3,000	15,000	6,000	<b>2,814,000</b>
<b>Total</b>	<b>3,102,000</b>	<b>650,000</b>	<b>22,000</b>	<b>106,000</b>	<b>266,000</b>	<b>4,146,000</b>
<b>All Crashes</b>						
Single Vehicle	494,000	953,000	31,000	136,000	287,000	<b>1,899,000</b>
Multiple Vehicle	3,864,000	17,000	4,000	21,000	6,000	<b>3,911,000</b>
<b>Total</b>	<b>4,358,000</b>	<b>969,000</b>	<b>34,000</b>	<b>156,000</b>	<b>293,000</b>	<b>5,811,000</b>

## Chapter 2 ■ Crashes

**Table 29**  
**Crashes by Relation to Junction, Traffic Control Device, and Crash Severity**

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
<b>Fatal Crashes</b>					
Nonjunction	22,753	68	165	1,694	<b>24,680</b>
Junction:					
Intersection	1,670	2,044	2,159	312	<b>6,185</b>
Intersection Related	479	467	212	78	<b>1,236</b>
Other/Unknown	1,503	56	52	305	<b>1,916</b>
<b>Total</b>	<b>26,405</b>	<b>2,635</b>	<b>2,588</b>	<b>2,389</b>	<b>34,017</b>
<b>Injury Crashes</b>					
Nonjunction	621,000	1,000	*	76,000	<b>698,000</b>
Junction:					
Intersection	66,000	204,000	145,000	20,000	<b>435,000</b>
Intersection Related	69,000	174,000	37,000	18,000	<b>298,000</b>
Other/Unknown	143,000	14,000	13,000	30,000	<b>200,000</b>
<b>Total</b>	<b>898,000</b>	<b>393,000</b>	<b>196,000</b>	<b>144,000</b>	<b>1,630,000</b>
<b>Property-Damage-Only Crashes</b>					
Nonjunction	1,734,000	2,000	*	179,000	<b>1,916,000</b>
Junction:					
Intersection	127,000	306,000	224,000	35,000	<b>693,000</b>
Intersection Related	194,000	496,000	117,000	66,000	<b>874,000</b>
Other/Unknown	494,000	45,000	30,000	94,000	<b>664,000</b>
<b>Total</b>	<b>2,550,000</b>	<b>849,000</b>	<b>372,000</b>	<b>375,000</b>	<b>4,146,000</b>
<b>All Crashes</b>					
Nonjunction	2,377,000	3,000	1,000	257,000	<b>2,638,000</b>
Junction:					
Intersection	195,000	512,000	371,000	55,000	<b>1,134,000</b>
Intersection Related	263,000	670,000	155,000	84,000	<b>1,173,000</b>
Other/Unknown	638,000	59,000	44,000	125,000	<b>866,000</b>
<b>Total</b>	<b>3,474,000</b>	<b>1,244,000</b>	<b>571,000</b>	<b>522,000</b>	<b>5,811,000</b>

\*Less than 500.

**Table 30**  
**Crashes by Speed Limit, Crash Type, and Crash Severity**

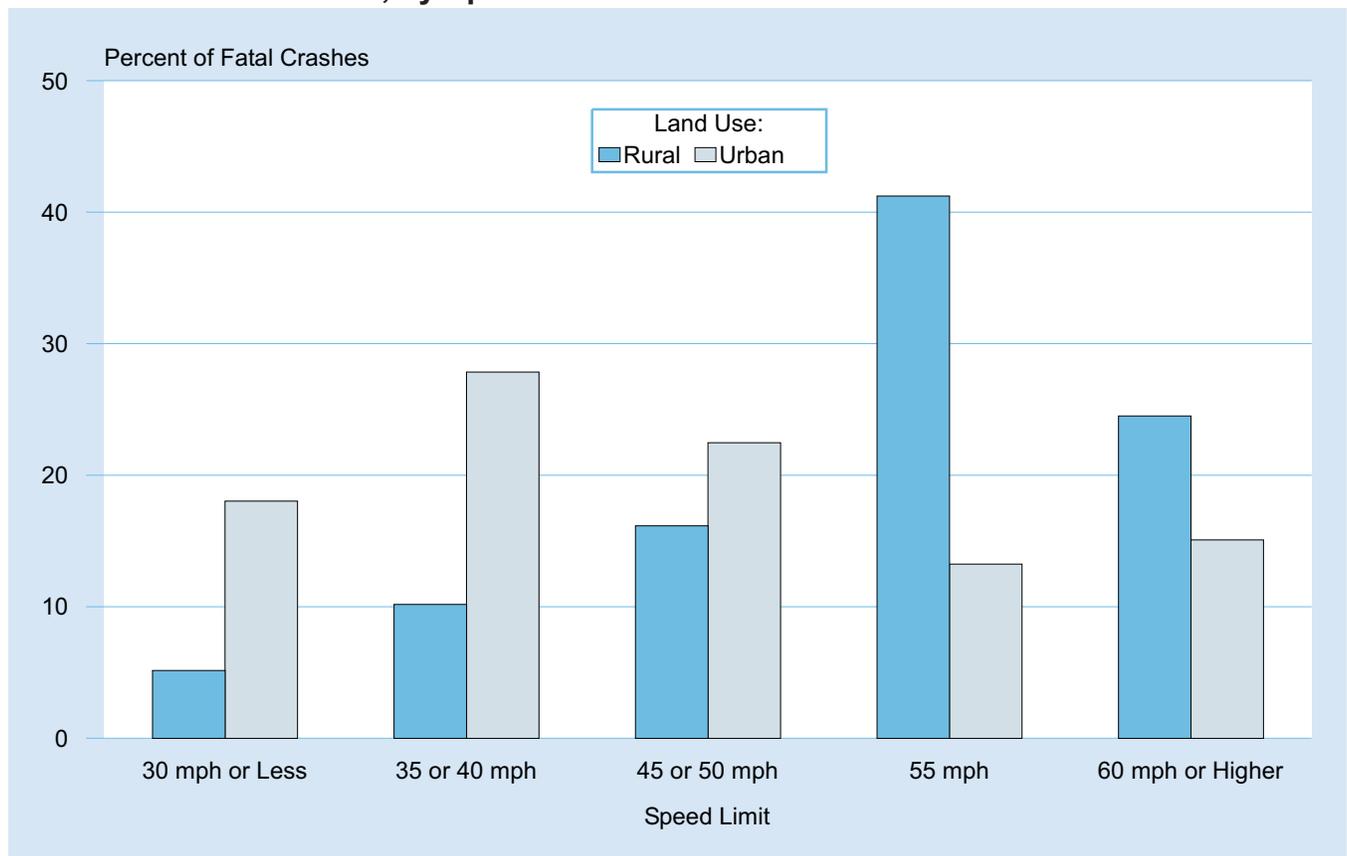
Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
30 mph or less	2,767	13.5	938	7.0	<b>3,705</b>	<b>10.9</b>
35 or 40 mph	3,867	18.8	2,248	16.7	<b>6,115</b>	<b>18.0</b>
45 or 50 mph	3,692	18.0	2,769	20.6	<b>6,461</b>	<b>19.0</b>
55 mph	5,538	26.9	4,256	31.6	<b>9,794</b>	<b>28.8</b>
60 mph or higher	3,878	18.9	3,030	22.5	<b>6,908</b>	<b>20.3</b>
No Statutory Limit	117	0.6	9	0.1	<b>126</b>	<b>0.4</b>
Unknown	695	3.4	213	1.6	<b>908</b>	<b>2.7</b>
<b>Total</b>	<b>20,554</b>	<b>100.0</b>	<b>13,463</b>	<b>100.0</b>	<b>34,017</b>	<b>100.0</b>
<b>Injury Crashes</b>						
30 mph or less	147,000	26.9	203,000	18.7	<b>350,000</b>	<b>21.5</b>
35 or 40 mph	130,000	23.8	419,000	38.7	<b>549,000</b>	<b>33.7</b>
45 or 50 mph	78,000	14.3	265,000	24.4	<b>343,000</b>	<b>21.0</b>
55 mph	106,000	19.4	102,000	9.5	<b>209,000</b>	<b>12.8</b>
60 mph or higher	73,000	13.4	86,000	7.9	<b>159,000</b>	<b>9.8</b>
No Statutory Limit	12,000	2.2	9,000	0.8	<b>21,000</b>	<b>1.3</b>
<b>Total</b>	<b>546,000</b>	<b>100.0</b>	<b>1,084,000</b>	<b>100.0</b>	<b>1,630,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
30 mph or less	415,000	31.2	689,000	24.5	<b>1,104,000</b>	<b>26.6</b>
35 or 40 mph	217,000	16.3	988,000	35.1	<b>1,205,000</b>	<b>29.1</b>
45 or 50 mph	171,000	12.8	628,000	22.3	<b>798,000</b>	<b>19.3</b>
55 mph	289,000	21.7	213,000	7.6	<b>502,000</b>	<b>12.1</b>
60 mph or higher	185,000	13.9	252,000	9.0	<b>438,000</b>	<b>10.6</b>
No Statutory Limit	56,000	4.2	44,000	1.6	<b>100,000</b>	<b>2.4</b>
<b>Total</b>	<b>1,332,000</b>	<b>100.0</b>	<b>2,814,000</b>	<b>100.0</b>	<b>4,146,000</b>	<b>100.0</b>
<b>All Crashes</b>						
30 mph or less	565,000	29.7	893,000	22.8	<b>1,458,000</b>	<b>25.1</b>
35 or 40 mph	350,000	18.5	1,409,000	36.0	<b>1,760,000</b>	<b>30.3</b>
45 or 50 mph	252,000	13.3	895,000	22.9	<b>1,147,000</b>	<b>19.7</b>
55 mph	400,000	21.1	320,000	8.2	<b>720,000</b>	<b>12.4</b>
60 mph or higher	262,000	13.8	341,000	8.7	<b>604,000</b>	<b>10.4</b>
No Statutory Limit	68,000	3.6	53,000	1.3	<b>121,000</b>	<b>2.1</b>
<b>Total</b>	<b>1,899,000</b>	<b>100.0</b>	<b>3,911,000</b>	<b>100.0</b>	<b>5,811,000</b>	<b>100.0</b>

# Chapter 2 ■ Crashes

**Table 31**  
**Fatal Crashes by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	966	26.1	2,689	72.6	50	1.3	<b>3,705</b>	<b>100.0</b>
35 or 40 mph	1,908	31.2	4,152	67.9	55	0.9	<b>6,115</b>	<b>100.0</b>
45 or 50 mph	3,031	46.9	3,350	51.8	80	1.2	<b>6,461</b>	<b>100.0</b>
55 mph	7,736	79.0	1,975	20.2	83	0.8	<b>9,794</b>	<b>100.0</b>
60 mph or higher	4,597	66.5	2,248	32.5	63	0.9	<b>6,908</b>	<b>100.0</b>
No Statutory Limit	102	81.0	24	19.0	0	0.0	<b>126</b>	<b>100.0</b>
Unknown	422	46.5	473	52.1	13	1.4	<b>908</b>	<b>100.0</b>
<b>Total</b>	<b>18,762</b>	<b>55.2</b>	<b>14,911</b>	<b>43.8</b>	<b>344</b>	<b>1.0</b>	<b>34,017</b>	<b>100.0</b>

**Figure 12**  
**Percent of Fatal Crashes, by Speed Limit and Land Use**



**Table 32**  
**Crashes by Number of Lanes, Trafficway Flow, and Crash Severity**

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
<b>Fatal Crashes</b>					
One Lane	17	36	63	369	<b>485</b>
Two Lanes	19,455	5,660	137	108	<b>25,360</b>
Three Lanes	365	2,032	94	24	<b>2,515</b>
Four Lanes	2,156	1,861	25	15	<b>4,057</b>
More Than Four	425	660	13	1	<b>1,099</b>
Unknown	135	79	11	276	<b>501</b>
<b>Total</b>	<b>22,553</b>	<b>10,328</b>	<b>343</b>	<b>793</b>	<b>34,017</b>
<b>Injury Crashes</b>					
One Lane	2,000	6,000	30,000	3,000	<b>41,000</b>
Two Lanes	491,000	152,000	15,000	29,000	<b>687,000</b>
Three Lanes	55,000	131,000	10,000	4,000	<b>199,000</b>
Four Lanes	107,000	73,000	4,000	5,000	<b>190,000</b>
More Than Four	144,000	35,000	2,000	3,000	<b>184,000</b>
Unknown	95,000	26,000	7,000	203,000	<b>330,000</b>
<b>Total</b>	<b>893,000</b>	<b>423,000</b>	<b>67,000</b>	<b>247,000</b>	<b>1,630,000</b>
<b>Property-Damage-Only Crashes</b>					
One Lane	7,000	18,000	88,000	2,000	<b>115,000</b>
Two Lanes	1,192,000	389,000	53,000	59,000	<b>1,693,000</b>
Three Lanes	134,000	269,000	39,000	13,000	<b>455,000</b>
Four Lanes	241,000	147,000	13,000	6,000	<b>408,000</b>
More Than Four	330,000	74,000	3,000	8,000	<b>415,000</b>
Unknown	288,000	96,000	24,000	651,000	<b>1,060,000</b>
<b>Total</b>	<b>2,193,000</b>	<b>993,000</b>	<b>220,000</b>	<b>739,000</b>	<b>4,146,000</b>
<b>All Crashes</b>					
One Lane	9,000	24,000	118,000	5,000	<b>156,000</b>
Two Lanes	1,702,000	546,000	68,000	88,000	<b>2,405,000</b>
Three Lanes	190,000	402,000	49,000	17,000	<b>657,000</b>
Four Lanes	350,000	222,000	18,000	12,000	<b>602,000</b>
More Than Four	475,000	110,000	5,000	11,000	<b>601,000</b>
Unknown	383,000	122,000	31,000	854,000	<b>1,390,000</b>
<b>Total</b>	<b>3,109,000</b>	<b>1,427,000</b>	<b>288,000</b>	<b>987,000</b>	<b>5,811,000</b>

# Chapter 2 ■ Crashes

**Table 33**  
**Crashes by First Harmful Event, Manner of Collision, and Crash Severity**

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport:</b>								
Angle	6,476	19.0	473,000	29.0	993,000	24.0	<b>1,473,000</b>	<b>25.3</b>
Rear End	1,914	5.6	464,000	28.5	1,284,000	31.0	<b>1,750,000</b>	<b>30.1</b>
Sideswipe	787	2.3	67,000	4.1	429,000	10.4	<b>497,000</b>	<b>8.6</b>
Head On	3,200	9.4	66,000	4.0	65,000	1.6	<b>134,000</b>	<b>2.3</b>
Other/Unknown	113	0.3	1,000	*	20,000	0.5	<b>21,000</b>	<b>0.4</b>
<i>Subtotal</i>	<i>12,490</i>	<i>36.7</i>	<i>1,071,000</i>	<i>65.7</i>	<i>2,793,000</i>	<i>67.4</i>	<b><i>3,876,000</i></b>	<b><i>66.7</i></b>
<b>Collision with Fixed Object:</b>								
Pole/Post	1,671	4.9	59,000	3.6	147,000	3.5	<b>208,000</b>	<b>3.6</b>
Culvert/Curb/Ditch	2,702	7.9	66,000	4.0	130,000	3.1	<b>198,000</b>	<b>3.4</b>
Shrubbery/Tree	2,920	8.6	58,000	3.5	76,000	1.8	<b>137,000</b>	<b>2.4</b>
Guard Rail	1,057	3.1	31,000	1.9	80,000	1.9	<b>112,000</b>	<b>1.9</b>
Embankment	1,146	3.4	21,000	1.3	30,000	0.7	<b>53,000</b>	<b>0.9</b>
Bridge	250	0.7	4,000	0.3	10,000	0.2	<b>15,000</b>	<b>0.3</b>
Other/Unknown	1,852	5.4	67,000	4.1	175,000	4.2	<b>244,000</b>	<b>4.2</b>
<i>Subtotal</i>	<i>11,598</i>	<i>34.1</i>	<i>306,000</i>	<i>18.8</i>	<i>649,000</i>	<i>15.6</i>	<b><i>966,000</i></b>	<b><i>16.6</i></b>
<b>Collision with Object Not Fixed:</b>								
Parked Motor Vehicle	362	1.1	29,000	1.8	327,000	7.9	<b>356,000</b>	<b>6.1</b>
Animal	204	0.6	13,000	0.8	255,000	6.2	<b>268,000</b>	<b>4.6</b>
Pedestrian	4,072	12.0	62,000	3.8	2,000	*	<b>68,000</b>	<b>1.2</b>
Pedalcyclist	706	2.1	52,000	3.2	5,000	0.1	<b>57,000</b>	<b>1.0</b>
Train	153	0.4	*	*	2,000	*	<b>2,000</b>	<b>*</b>
Other/Unknown	307	0.9	8,000	0.5	36,000	0.9	<b>44,000</b>	<b>0.8</b>
<i>Subtotal</i>	<i>5,804</i>	<i>17.1</i>	<i>165,000</i>	<i>10.1</i>	<i>626,000</i>	<i>15.1</i>	<b><i>796,000</i></b>	<b><i>13.7</i></b>
<b>Noncollision:</b>								
Rollover	3,686	10.8	81,000	5.0	46,000	1.1	<b>131,000</b>	<b>2.3</b>
Other/Unknown	414	1.2	8,000	0.5	33,000	0.8	<b>42,000</b>	<b>0.7</b>
<i>Subtotal</i>	<i>4,100</i>	<i>12.1</i>	<i>89,000</i>	<i>5.5</i>	<i>79,000</i>	<i>1.9</i>	<b><i>172,000</i></b>	<b><i>3.0</i></b>
<b>Total</b>	<b>**34,017</b>	<b>100.0</b>	<b>1,630,000</b>	<b>100.0</b>	<b>4,146,000</b>	<b>100.0</b>	<b>5,811,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 25 fatal crashes with an unknown first harmful event.

**Table 34**  
**Two-Vehicle Crashes by Vehicle Type and Crash Severity**

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
<b>Fatal Crashes (Total = 11,426)</b>						
Passenger Car . . . . .	1,682	3,419	1,128	1,014	70	126
Light Truck . . . . .		1,238	935	1,122	37	136
Large Truck . . . . .			117	200	3	29
Motorcycle . . . . .				84	12	39
Other/Unknown . . . . .						35
<b>Injury Crashes (Total = 936,000)</b>						
Passenger Car . . . . .	320,000	383,000	25,000	19,000	4,000	2,000
Light Truck . . . . .		141,000	16,000	17,000	3,000	1,000
Large Truck . . . . .			2,000	1,000	*	*
Motorcycle . . . . .				1,000	*	*
<b>Property-Damage-Only Crashes (Total =2,635,000)</b>						
Passenger Car . . . . .	809,000	1,150,000	112,000	6,000	23,000	4,000
Light Truck . . . . .		423,000	72,000	4,000	12,000	4,000
Large Truck . . . . .			11,000	1,000	3,000	*
Bus . . . . .					1,000	*

\*Less than 500.

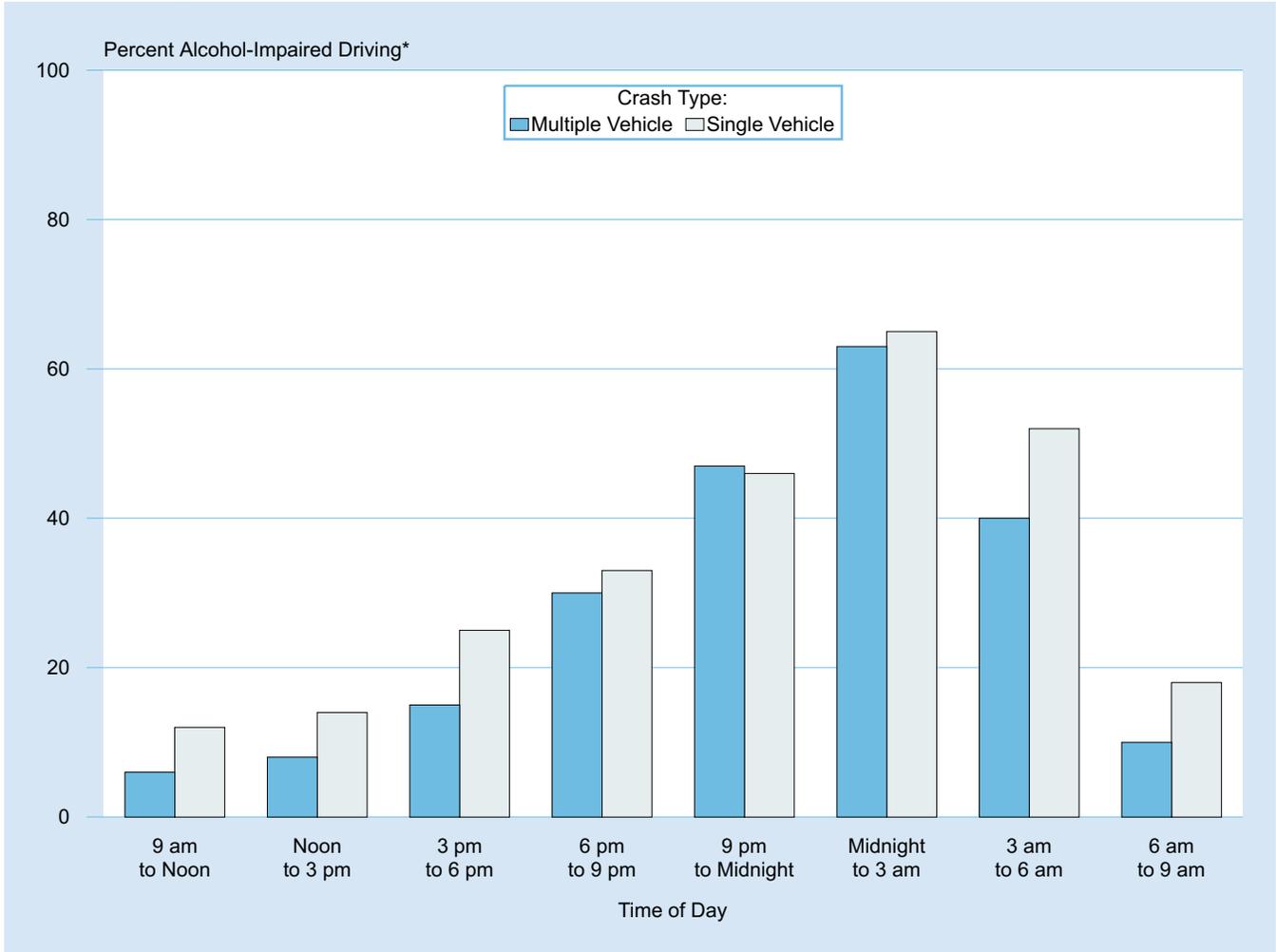
## Chapter 2 ■ Crashes

**Table 35**  
**Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type**

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percent Alcohol-Impaired Driving*
Midnight to 3 am	3,521	2,275	65	965	608	63	4,486	2,883	64
3 am to 6 am	2,046	1,069	52	728	291	40	2,774	1,361	49
6 am to 9 am	1,736	318	18	1,500	150	10	3,236	468	14
9 am to Noon	1,575	184	12	1,710	108	6	3,285	293	9
Noon to 3 pm	2,051	297	14	2,305	179	8	4,356	476	11
3 pm to 6 pm	2,629	662	25	2,696	394	15	5,325	1,056	20
6 pm to 9 pm	3,327	1,100	33	2,015	606	30	5,342	1,706	32
9 pm to Midnight	3,434	1,594	46	1,518	717	47	4,952	2,312	47
Unknown	235	125	53	26	5	20	261	130	50
<b>Total</b>	<b>20,554</b>	<b>7,625</b>	<b>37</b>	<b>13,463</b>	<b>3,059</b>	<b>23</b>	<b>34,017</b>	<b>10,684</b>	<b>31</b>

\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.

**Figure 13**  
**Percent of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type**



\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater.



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Chapter 3

# VEHICLES



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## CHAPTER 3 ■ VEHICLES

**S**tatistics about the vehicles involved in police-reported motor vehicle crashes are presented in this chapter, according to six major vehicle types: Passenger Cars, Light Trucks (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), Large Trucks (including single-unit trucks and truck tractors with a gross vehicle weight rating of more than 10,000 pounds), Motorcycles (including motorcycles, mopeds, and motorscooters), Buses (including school buses and transit buses), and Other Vehicles (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section:

- More than 94 percent of the 10.1 million vehicles involved in motor vehicle crashes in 2008 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 2 percent of the vehicles involved in injury crashes and 4 percent of the vehicles involved in property-damage-only crashes. Of the 4,066 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (21.3 percent) was nearly 4 times as high as the proportion in injury crashes (5.6 percent) and more than 15 times as high as the proportion in property-damage-only crashes (1.4 percent).
- Compared with other vehicle types, utility vehicles experienced the highest rollover rates in fatal crashes (32.9 percent) and in property-damage-only crashes (4.8 percent). Large trucks experienced the highest rollover rate in injury crashes (10.8 percent).
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2008. For fatal crashes, however, fires occurred in 3 percent of the vehicles involved.
- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (25.8 percent), and large trucks in fatal crashes had the lowest proportion (4.0 percent).

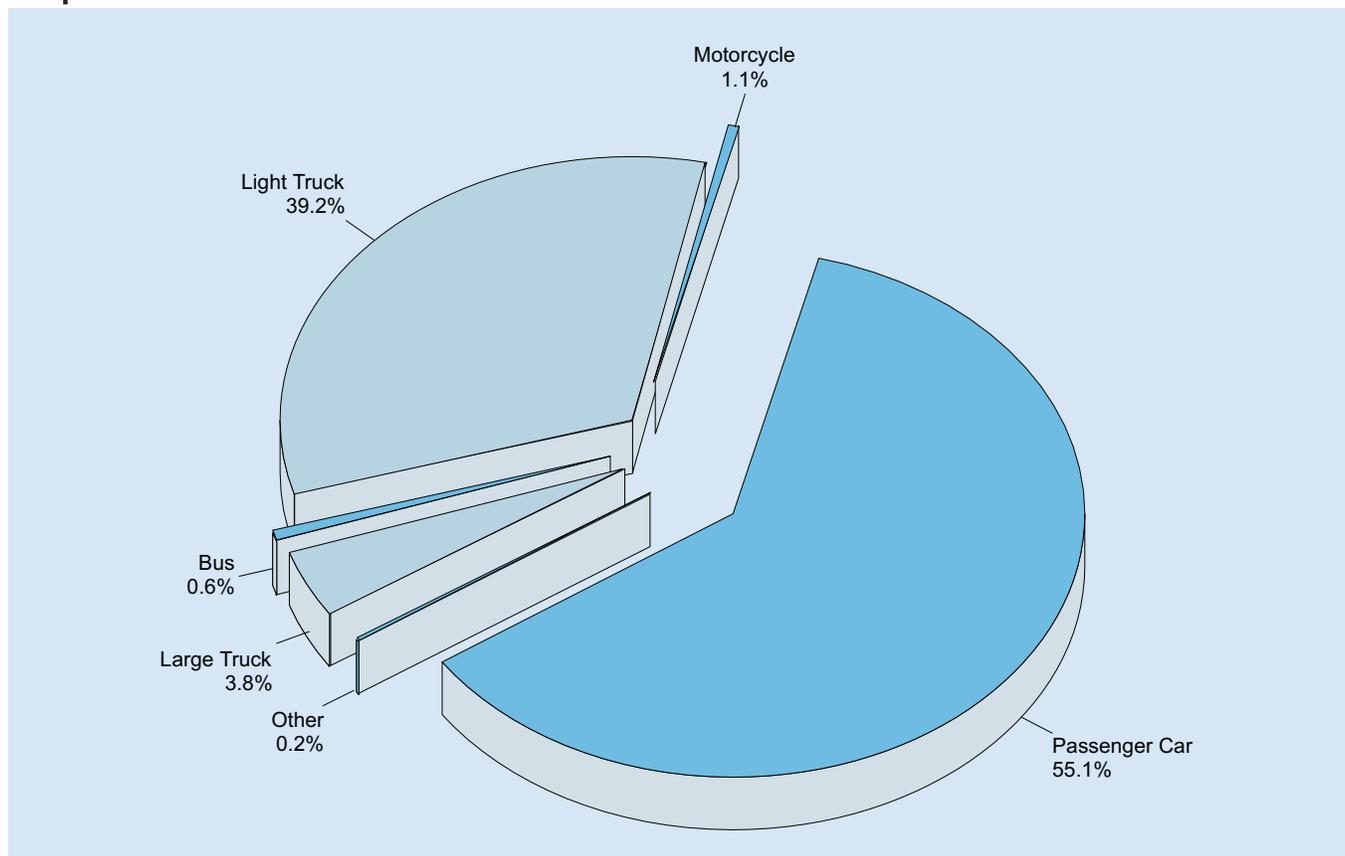
# Chapter 3 ■ Vehicles

**Table 36**  
**Vehicles Involved in Crashes by Vehicle Type and Crash Severity**

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	20,376	40.4	1,624,000	56.1	3,931,000	54.9	<b>5,575,000</b>	<b>55.1</b>
Light Truck	19,072	37.8	1,095,000	37.8	2,848,000	39.7	<b>3,963,000</b>	<b>39.2</b>
Large Truck	4,066	8.1	66,000	2.3	309,000	4.3	<b>380,000</b>	<b>3.8</b>
Motorcycle	5,387	10.7	90,000	3.1	18,000	0.3	<b>114,000</b>	<b>1.1</b>
Bus	247	0.5	11,000	0.4	49,000	0.7	<b>60,000</b>	<b>0.6</b>
Other	625	1.2	8,000	0.3	10,000	0.1	<b>19,000</b>	<b>0.2</b>
<b>Total</b>	<b>*50,430</b>	<b>100.0</b>	<b>2,894,000</b>	<b>100.0</b>	<b>7,166,000</b>	<b>100.0</b>	<b>10,111,000</b>	<b>100.0</b>

\*Includes 657 vehicles of unknown type involved in fatal crashes.

**Figure 14**  
**Proportion of Vehicles Involved in Traffic Crashes**



**Table 37**  
**Vehicles Involved in Fatal Crashes by Body Type**

Body Type	Number	Percent	Body Type	Number	Percent
<b>Passenger Cars</b>	<b>20,376</b>	<b>40.4</b>	<b>Large Trucks</b>	<b>4,066</b>	<b>8.1</b>
Convertible	412	0.8	Step Van	29	0.1
2 Door Sedan, Hardtop, Coupe	3,359	6.7	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	195	0.4
3 Door/2 Door Hatchback	794	1.6	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	197	0.4
4 Door Sedan Hardtop	14,355	28.5	Single Unit Heavy Truck (GVWR > 26,000 lb)	718	1.4
5 Door/4 Door Hatchback	299	0.6	Single Unit Truck, Unknown GVWR	8	*
Station Wagon	924	1.8	Truck Tractor	2,798	5.5
Hatchback, Doors Unknown	9	*	Medium/Heavy Pickup (Ford Super Duty 450/550)	101	0.2
Other Auto	26	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*
Unknown Auto	176	0.3	Unknown Heavy Truck (GVWR > 26,000 lb)	3	*
Auto-Based Pickup	20	*	Unknown Large Truck Type	14	*
Auto-Based Panel Truck	2	*	<b>Motorcycles</b>	<b>5,387</b>	<b>10.7</b>
<b>Light Trucks</b>	<b>19,072</b>	<b>37.8</b>	Motorcycle	5,129	10.2
Compact Utility	5,500	10.9	Moped	81	0.2
Large Utility	1,491	3.0	Three Wheel Motorcycle or Moped	9	*
Utility Station Wagon	264	0.5	Off-Road Motorcycle (Two Wheel)	61	0.1
Utility, Unknown Body Type	6	*	Other Motorcycle/Minibike	91	0.2
Minivan	1,967	3.9	Unknown Motorcycle	16	*
Large Van	752	1.5	<b>Buses</b>	<b>247</b>	<b>0.5</b>
Step Van	22	*	School Bus	115	0.2
Other Van Type	1	*	Cross Country/Intercity Bus	16	*
Unknown Van Type	9	*	Transit Bus	92	0.2
Compact Pickup	2,558	5.1	Other Bus	13	*
Standard Pickup	6,398	12.7	Unknown Bus	11	*
Pickup with Camper	26	0.1	<b>Other Vehicles</b>	<b>625</b>	<b>1.2</b>
Unknown Pickup Style Truck	43	0.1	Large Limousine	6	*
Cab Chassis-Based Light Truck	28	0.1	Three Wheel Auto or Auto Derivative	1	*
Truck-Based Panel Truck	1	*	Light Truck-Based Motorhome	3	*
Unknown Light Truck Type (Not Pickup)	1	*	Medium/Heavy Truck-Based Motorhome	20	*
Unknown Light Vehicle Type	5	*	Unknown Truck Camper/Motorhome	19	*
			All Terrain Vehicle	392	0.8
			Snowmobile	49	0.1
			Farm Equipment Except Trucks	79	0.2
			Construction Equipment Except Trucks	8	*
			Other Vehicle	48	0.1
			<b>Unknown Body Type</b>	<b>657</b>	<b>1.3</b>
			<b>Total</b>	<b>50,430</b>	<b>100.0</b>

\*Less than 0.05 percent.

# Chapter 3 ■ Vehicles

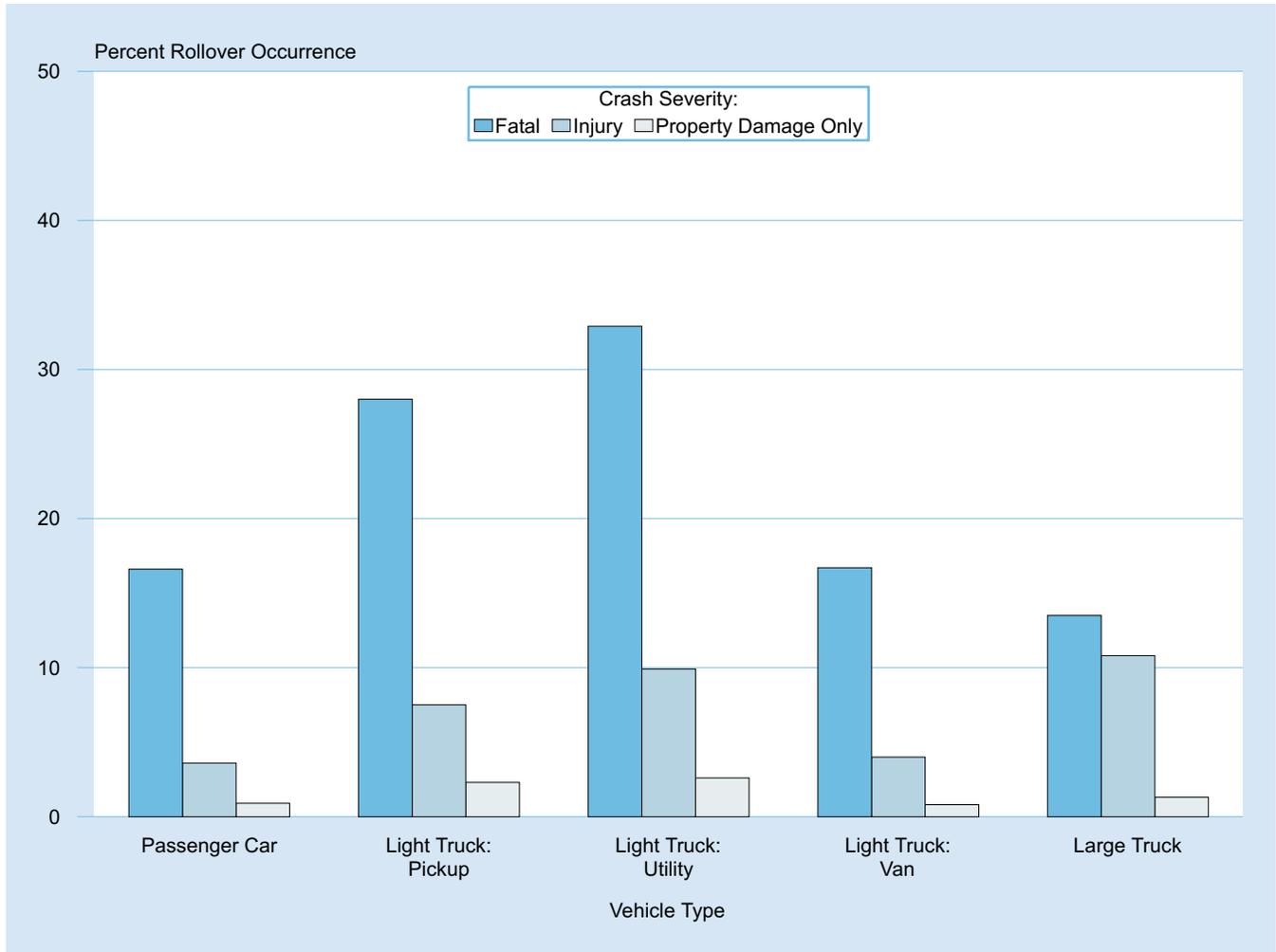
**Table 38**  
**Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity**

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	3,385	16.6	16,991	83.4	20,376	100.0
Light Truck						
Pickup	2,529	28.0	6,496	72.0	9,025	100.0
Utility	2,389	32.9	4,872	67.1	7,261	100.0
Van	459	16.7	2,292	83.3	2,751	100.0
Other	8	22.9	27	77.1	35	100.0
Large Truck	547	13.5	3,519	86.5	4,066	100.0
Bus	17	6.9	230	93.1	247	100.0
Other/Unknown	242	18.9	1,040	81.1	1,282	100.0
<b>Total*</b>	<b>9,576</b>	<b>21.3</b>	<b>35,467</b>	<b>78.7</b>	<b>45,043</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	59,000	3.6	1,565,000	96.4	1,624,000	100.0
Light Truck						
Pickup	30,000	7.5	376,000	92.5	406,000	100.0
Utility	48,000	9.9	437,000	90.1	485,000	100.0
Van	7,000	4.0	179,000	96.0	186,000	100.0
Other	1,000	6.3	17,000	93.7	18,000	100.0
Large Truck	7,000	10.8	59,000	89.2	66,000	100.0
Bus	**	0.6	11,000	99.4	11,000	100.0
Other/Unknown	3,000	31.3	6,000	68.7	8,000	100.0
<b>Total*</b>	<b>156,000</b>	<b>5.6</b>	<b>2,648,000</b>	<b>94.4</b>	<b>2,804,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	35,000	0.9	3,896,000	99.1	3,931,000	100.0
Light Truck						
Pickup	24,000	2.3	1,049,000	97.7	1,073,000	100.0
Utility	32,000	2.6	1,209,000	97.4	1,241,000	100.0
Van	4,000	0.8	476,000	99.2	480,000	100.0
Other	**	0.9	54,000	99.1	54,000	100.0
Large Truck	4,000	1.3	305,000	98.7	309,000	100.0
Bus	**	**	49,000	100.0	49,000	100.0
Other/Unknown	**	3.2	10,000	96.8	10,000	100.0
<b>Total*</b>	<b>100,000</b>	<b>1.4</b>	<b>7,048,000</b>	<b>98.6</b>	<b>7,148,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	97,000	1.7	5,477,000	98.3	5,575,000	100.0
Light Truck						
Pickup	57,000	3.8	1,431,000	96.2	1,489,000	100.0
Utility	83,000	4.8	1,651,000	95.2	1,733,000	100.0
Van	12,000	1.8	657,000	98.2	669,000	100.0
Other	2,000	2.2	70,000	97.8	72,000	100.0
Large Truck	12,000	3.1	368,000	96.9	380,000	100.0
Bus	**	0.1	60,000	99.9	60,000	100.0
Other/Unknown	3,000	16.0	17,000	84.0	20,000	100.0
<b>Total*</b>	<b>266,000</b>	<b>2.7</b>	<b>9,732,000</b>	<b>97.3</b>	<b>9,997,000</b>	<b>100.0</b>

\*Excludes motorcycles.

\*\*Less than 500 or less than 0.05 percent.

**Figure 15**  
**Percent Rollover Occurrence, by Vehicle Type and Crash Severity**



# Chapter 3 ■ Vehicles

**Table 39**  
**Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity**

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Passenger Car	578	2.8	19,798	97.2	20,376	100.0
Light Truck	534	2.8	18,538	97.2	19,072	100.0
Large Truck	295	7.3	3,771	92.7	4,066	100.0
Motorcycle	106	2.0	5,281	98.0	5,387	100.0
Bus	3	1.2	244	98.8	247	100.0
Other/Unknown	6	0.5	1,276	99.5	1,282	100.0
<b>Total</b>	<b>1,522</b>	<b>3.0</b>	<b>48,908</b>	<b>97.0</b>	<b>50,430</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Passenger Car	2,000	0.2	1,621,000	99.8	1,624,000	100.0
Light Truck	1,000	0.1	1,094,000	99.9	1,095,000	100.0
Large Truck	1,000	0.9	66,000	99.1	66,000	100.0
Motorcycle	*	0.2	90,000	99.8	90,000	100.0
Bus	*	*	11,000	100.0	11,000	100.0
Other/Unknown	*	*	8,000	100.0	8,000	100.0
<b>Total</b>	<b>4,000</b>	<b>0.1</b>	<b>2,890,000</b>	<b>99.9</b>	<b>2,894,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Passenger Car	3,000	0.1	3,928,000	99.9	3,931,000	100.0
Light Truck	3,000	0.1	2,845,000	99.9	2,848,000	100.0
Large Truck	2,000	0.5	308,000	99.5	309,000	100.0
Motorcycle	*	*	18,000	100.0	18,000	100.0
Bus	*	*	49,000	100.0	49,000	100.0
Other/Unknown	*	4.1	10,000	95.9	10,000	100.0
<b>Total</b>	<b>9,000</b>	<b>0.1</b>	<b>7,157,000</b>	<b>99.9</b>	<b>7,166,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	6,000	0.1	5,568,000	99.9	5,575,000	100.0
Light Truck	5,000	0.1	3,958,000	99.9	3,963,000	100.0
Large Truck	2,000	0.6	377,000	99.4	380,000	100.0
Motorcycle	*	0.2	113,000	99.8	114,000	100.0
Bus	*	*	60,000	100.0	60,000	100.0
Other/Unknown	*	2.1	20,000	97.9	20,000	100.0
<b>Total</b>	<b>14,000</b>	<b>0.1</b>	<b>10,096,000</b>	<b>99.9</b>	<b>10,111,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 40**  
**Vehicles Involved in Single- and Two-Vehicle Crashes by Vehicle Maneuver and Crash Severity**

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	29,849	68.8	1,342,000	55.6	3,206,000	48.7	<b>4,578,000</b>	<b>50.7</b>
Turning Left	2,639	6.1	293,000	12.1	617,000	9.4	<b>913,000</b>	<b>10.1</b>
Stopped in Traffic Lane	583	1.3	228,000	9.4	790,000	12.0	<b>1,018,000</b>	<b>11.3</b>
Turning Right	355	0.8	75,000	3.1	303,000	4.6	<b>379,000</b>	<b>4.2</b>
Slowed in Traffic Lane	311	0.7	121,000	5.0	430,000	6.5	<b>551,000</b>	<b>6.1</b>
Merging/Changing Lanes	812	1.9	51,000	2.1	263,000	4.0	<b>315,000</b>	<b>3.5</b>
Negotiating Curve	6,481	14.9	150,000	6.2	258,000	3.9	<b>415,000</b>	<b>4.6</b>
Backing Up	141	0.3	12,000	0.5	183,000	2.8	<b>195,000</b>	<b>2.2</b>
Passing Other Vehicle	857	2.0	21,000	0.9	80,000	1.2	<b>103,000</b>	<b>1.1</b>
Starting in Traffic Lane	335	0.8	63,000	2.6	167,000	2.5	<b>230,000</b>	<b>2.5</b>
Leaving Parking Space	31	0.1	8,000	0.3	62,000	0.9	<b>70,000</b>	<b>0.8</b>
Making U-Turn	166	0.4	13,000	0.6	37,000	0.6	<b>50,000</b>	<b>0.6</b>
Entering Parking Space	21	*	2,000	0.1	21,000	0.3	<b>23,000</b>	<b>0.3</b>
Disabled in Traffic Lane	13	*	2,000	0.1	9,000	0.1	<b>11,000</b>	<b>0.1</b>
Other Maneuver	516	1.2	33,000	1.4	153,000	2.3	<b>187,000</b>	<b>2.1</b>
<b>Total</b>	<b>**43,406</b>	<b>100.0</b>	<b>2,415,000</b>	<b>100.0</b>	<b>6,579,000</b>	<b>100.0</b>	<b>9,038,000</b>	<b>100.0</b>

\*Less than 0.05 percent.

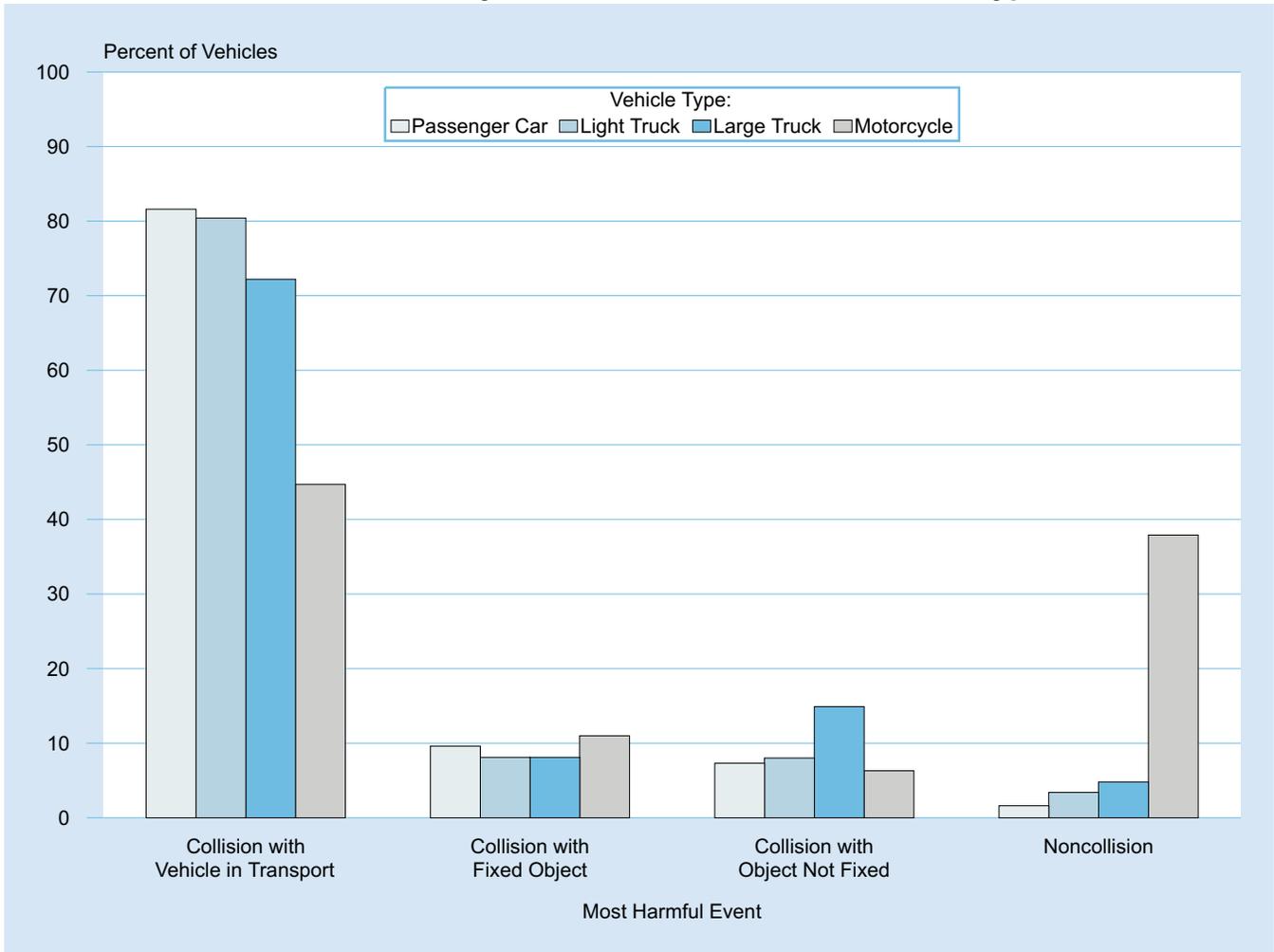
\*\*Includes 296 vehicles involved in fatal crashes with unknown vehicle maneuver.

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**Table 41**  
**Vehicles Involved in Fatal Crashes by Roadway Function Class, Crash Type,**  
**and Hazardous Cargo**

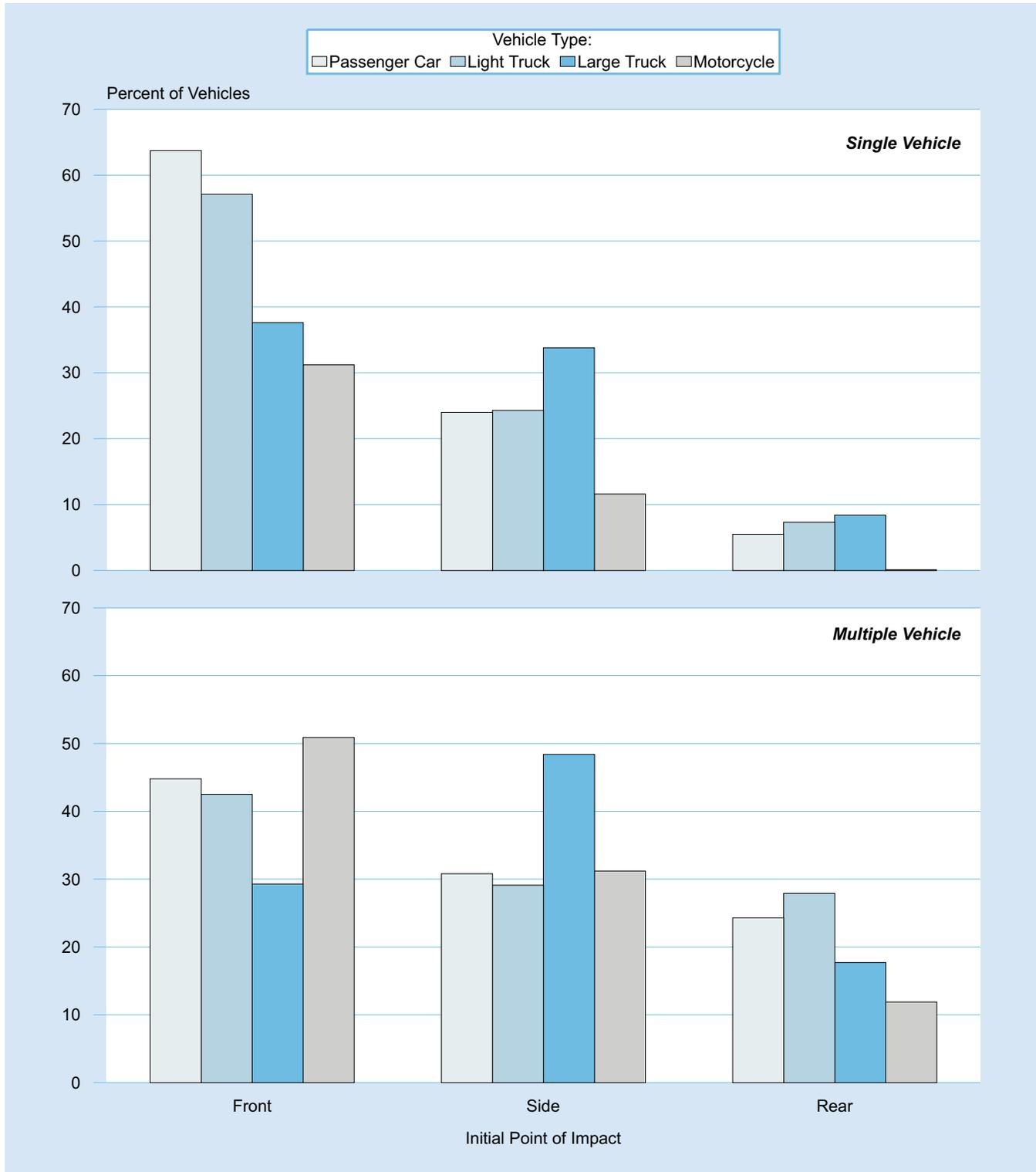
Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
<b>Rural Fatal Crashes</b>						
Principal Arterial						
Interstate	7	1,331	13	1,823	20	3,154
Other	6	1,720	22	4,677	28	6,397
Minor Arterial	3	1,521	21	3,435	24	4,956
Major Collector	3	2,978	8	3,414	11	6,392
Minor Collector	2	1,010	1	620	3	1,630
Local Road or Street	3	2,925	1	1,675	4	4,600
Unknown Rural	0	82	0	28	0	110
<b>Total</b>	<b>24</b>	<b>11,567</b>	<b>66</b>	<b>15,672</b>	<b>90</b>	<b>27,239</b>
<b>Urban Fatal Crashes</b>						
Principal Arterial						
Interstate	4	1,182	19	2,193	23	3,375
Freeway/Expressway	3	736	4	1,441	7	2,177
Other	1	2,164	9	4,577	10	6,741
Minor Arterial	1	1,615	3	2,916	4	4,531
Collector	1	748	2	855	3	1,603
Local Road or Street	0	2,309	4	1,911	4	4,220
Unknown Urban	0	13	0	31	0	44
<b>Total</b>	<b>10</b>	<b>8,767</b>	<b>41</b>	<b>13,924</b>	<b>51</b>	<b>22,691</b>
<b>All Fatal Crashes</b>						
Principal Arterial						
Interstate	11	2,513	32	4,016	43	6,529
Freeway/Expressway	3	736	4	1,441	7	2,177
Other	7	3,884	31	9,254	38	13,138
Minor Arterial	4	3,136	24	6,351	28	9,487
Collector	6	4,736	11	4,889	17	9,625
Local Road or Street	3	5,234	5	3,586	8	8,820
Unknown Rural	0	82	0	28	0	110
Unknown Urban	0	13	0	31	0	44
Unknown Rural or Urban	0	220	1	280	1	500
<b>Total</b>	<b>34</b>	<b>20,554</b>	<b>108</b>	<b>29,876</b>	<b>142</b>	<b>50,430</b>

**Figure 16**  
**Percent of Vehicles in Crashes, by Most Harmful Event and Vehicle Type**



# Chapter 3 ■ Vehicles

**Figure 17**  
**Percent of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type**



Note: Excludes other or unknown point of impact and noncollisions.

**Table 42**  
**Passenger Cars Involved in Crashes by Most Harmful Event and Crash Severity**

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	6,463	31.7	636,000	39.2	1,398,000	35.6	<b>2,040,000</b>	<b>36.6</b>
Left Side	1,806	8.9	191,000	11.7	541,000	13.8	<b>733,000</b>	<b>13.2</b>
Right Side	1,653	8.1	163,000	10.0	497,000	12.7	<b>662,000</b>	<b>11.9</b>
Rear	1,086	5.3	337,000	20.8	773,000	19.7	<b>1,111,000</b>	<b>19.9</b>
Other/Unknown	97	0.5	1,000	*	4,000	0.1	<b>4,000</b>	<b>0.1</b>
<i>Subtotal</i>	<i>11,105</i>	<i>54.5</i>	<i>1,327,000</i>	<i>81.8</i>	<i>3,212,000</i>	<i>81.7</i>	<i><b>4,551,000</b></i>	<i><b>81.6</b></i>
<b>Collision with Fixed Object</b>	<b>3,948</b>	<b>19.4</b>	<b>157,000</b>	<b>9.7</b>	<b>371,000</b>	<b>9.4</b>	<b>532,000</b>	<b>9.6</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	2,191	10.8	68,000	4.2	4,000	0.1	<b>74,000</b>	<b>1.3</b>
Other	481	2.4	25,000	1.6	304,000	7.7	<b>330,000</b>	<b>5.9</b>
<i>Subtotal</i>	<i>2,672</i>	<i>13.1</i>	<i>93,000</i>	<i>5.7</i>	<i>309,000</i>	<i>7.9</i>	<i><b>404,000</b></i>	<i><b>7.3</b></i>
<b>Noncollision</b>	<b>2,639</b>	<b>13.0</b>	<b>46,000</b>	<b>2.8</b>	<b>39,000</b>	<b>1.0</b>	<b>87,000</b>	<b>1.6</b>
<b>Total</b>	<b>**20,376</b>	<b>100.0</b>	<b>1,624,000</b>	<b>100.0</b>	<b>3,931,000</b>	<b>100.0</b>	<b>5,575,000</b>	<b>100.0</b>

\*Less than 0.05 percent.

\*\*Includes 12 passenger cars involved in fatal crashes with unknown most harmful event.

# Chapter 3 ■ Vehicles

**Table 43**  
**Passenger Cars Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	5,454	66.3	187,000	66.8	435,000	62.4	<b>628,000</b>	<b>63.7</b>
Left Side	735	8.9	27,000	9.6	75,000	10.8	<b>103,000</b>	<b>10.4</b>
Right Side	653	7.9	35,000	12.6	98,000	14.0	<b>134,000</b>	<b>13.6</b>
Rear	223	2.7	7,000	2.6	46,000	6.6	<b>54,000</b>	<b>5.5</b>
Noncollision	499	6.1	18,000	6.5	23,000	3.3	<b>42,000</b>	<b>4.2</b>
Other/Unknown	657	8.0	6,000	2.0	20,000	2.9	<b>26,000</b>	<b>2.7</b>
<b>Total</b>	<b>8,221</b>	<b>100.0</b>	<b>280,000</b>	<b>100.0</b>	<b>698,000</b>	<b>100.0</b>	<b>986,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	7,076	58.2	642,000	47.8	1,407,000	43.5	<b>2,056,000</b>	<b>44.8</b>
Left Side	1,891	15.6	195,000	14.5	545,000	16.9	<b>743,000</b>	<b>16.2</b>
Right Side	1,763	14.5	166,000	12.4	502,000	15.5	<b>669,000</b>	<b>14.6</b>
Rear	1,187	9.8	339,000	25.2	774,000	23.9	<b>1,114,000</b>	<b>24.3</b>
Noncollision	8	0.1	*	*	1,000	*	<b>1,000</b>	<b>*</b>
Other/Unknown	230	1.9	1,000	0.1	4,000	0.1	<b>5,000</b>	<b>0.1</b>
<b>Total</b>	<b>12,155</b>	<b>100.0</b>	<b>1,343,000</b>	<b>100.0</b>	<b>3,233,000</b>	<b>100.0</b>	<b>4,589,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	12,530	61.5	829,000	51.1	1,843,000	46.9	<b>2,684,000</b>	<b>48.1</b>
Left Side	2,626	12.9	222,000	13.7	621,000	15.8	<b>846,000</b>	<b>15.2</b>
Right Side	2,416	11.9	201,000	12.4	599,000	15.2	<b>803,000</b>	<b>14.4</b>
Rear	1,410	6.9	346,000	21.3	820,000	20.9	<b>1,168,000</b>	<b>21.0</b>
Noncollision	507	2.5	18,000	1.1	24,000	0.6	<b>43,000</b>	<b>0.8</b>
Other/Unknown	887	4.4	6,000	0.4	24,000	0.6	<b>31,000</b>	<b>0.6</b>
<b>Total</b>	<b>20,376</b>	<b>100.0</b>	<b>1,624,000</b>	<b>100.0</b>	<b>3,931,000</b>	<b>100.0</b>	<b>5,575,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 44**  
**Light Trucks Involved in Crashes by Most Harmful Event and Crash Severity**

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	6,818	35.7	429,000	39.2	923,000	32.4	<b>1,359,000</b>	<b>34.3</b>
Left Side	927	4.9	121,000	11.1	348,000	12.2	<b>471,000</b>	<b>11.9</b>
Right Side	819	4.3	101,000	9.2	349,000	12.2	<b>451,000</b>	<b>11.4</b>
Rear	954	5.0	221,000	20.2	674,000	23.7	<b>896,000</b>	<b>22.6</b>
Other/Unknown	98	0.5	*	*	10,000	0.4	<b>11,000</b>	<b>0.3</b>
<i>Subtotal</i>	<i>9,616</i>	<i>50.4</i>	<i>873,000</i>	<i>79.7</i>	<i>2,305,000</i>	<i>80.9</i>	<b><i>3,187,000</i></b>	<b><i>80.4</i></b>
<b>Collision with Fixed Object</b>	<b>2,618</b>	<b>13.7</b>	<b>95,000</b>	<b>8.6</b>	<b>225,000</b>	<b>7.9</b>	<b>322,000</b>	<b>8.1</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	2,195	11.5	47,000	4.3	2,000	0.1	<b>51,000</b>	<b>1.3</b>
Other	354	1.9	13,000	1.2	254,000	8.9	<b>267,000</b>	<b>6.7</b>
<i>Subtotal</i>	<i>2,549</i>	<i>13.4</i>	<i>60,000</i>	<i>5.5</i>	<i>256,000</i>	<i>9.0</i>	<b><i>318,000</i></b>	<b><i>8.0</i></b>
<b>Noncollision</b>	<b>4,287</b>	<b>22.5</b>	<b>68,000</b>	<b>6.2</b>	<b>63,000</b>	<b>2.2</b>	<b>135,000</b>	<b>3.4</b>
<b>Total</b>	<b>**19,072</b>	<b>100.0</b>	<b>1,095,000</b>	<b>100.0</b>	<b>2,848,000</b>	<b>100.0</b>	<b>3,963,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 2 light trucks involved in fatal crashes with unknown most harmful event.

# Chapter 3 ■ Vehicles

**Table 45**  
**Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	5,123	61.8	121,000	59.9	297,000	56.0	<b>423,000</b>	<b>57.1</b>
Left Side	502	6.1	16,000	8.1	53,000	10.0	<b>70,000</b>	<b>9.4</b>
Right Side	530	6.4	26,000	12.8	84,000	15.8	<b>110,000</b>	<b>14.9</b>
Rear	171	2.1	5,000	2.3	49,000	9.3	<b>54,000</b>	<b>7.3</b>
Noncollision	1,318	15.9	32,000	15.8	38,000	7.2	<b>71,000</b>	<b>9.6</b>
Other/Unknown	639	7.7	2,000	1.1	9,000	1.7	<b>12,000</b>	<b>1.6</b>
<b>Total</b>	<b>8,283</b>	<b>100.0</b>	<b>202,000</b>	<b>100.0</b>	<b>531,000</b>	<b>100.0</b>	<b>741,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	7,426	68.8	434,000	48.6	928,000	40.0	<b>1,370,000</b>	<b>42.5</b>
Left Side	1,047	9.7	127,000	14.2	351,000	15.1	<b>479,000</b>	<b>14.9</b>
Right Side	934	8.7	108,000	12.1	351,000	15.1	<b>460,000</b>	<b>14.3</b>
Rear	1,142	10.6	223,000	25.0	674,000	29.1	<b>898,000</b>	<b>27.9</b>
Noncollision	11	0.1	1,000	0.1	3,000	0.1	<b>4,000</b>	<b>0.1</b>
Other/Unknown	229	2.1	1,000	0.1	10,000	0.4	<b>11,000</b>	<b>0.3</b>
<b>Total</b>	<b>10,789</b>	<b>100.0</b>	<b>893,000</b>	<b>100.0</b>	<b>2,318,000</b>	<b>100.0</b>	<b>3,222,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	12,549	65.8	555,000	50.7	1,225,000	43.0	<b>1,793,000</b>	<b>45.2</b>
Left Side	1,549	8.1	143,000	13.1	404,000	14.2	<b>549,000</b>	<b>13.8</b>
Right Side	1,464	7.7	134,000	12.2	435,000	15.3	<b>570,000</b>	<b>14.4</b>
Rear	1,313	6.9	228,000	20.8	723,000	25.4	<b>953,000</b>	<b>24.0</b>
Noncollision	1,329	7.0	32,000	3.0	42,000	1.5	<b>75,000</b>	<b>1.9</b>
Other/Unknown	868	4.6	3,000	0.2	19,000	0.7	<b>23,000</b>	<b>0.6</b>
<b>Total</b>	<b>19,072</b>	<b>100.0</b>	<b>1,095,000</b>	<b>100.0</b>	<b>2,848,000</b>	<b>100.0</b>	<b>3,963,000</b>	<b>100.0</b>

**Table 46**  
**Large Trucks Involved in Crashes by Most Harmful Event and Crash Severity**

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	1,871	46.0	21,000	32.1	57,000	18.5	<b>80,000</b>	<b>21.1</b>
Left Side	294	7.2	12,000	18.5	55,000	17.7	<b>67,000</b>	<b>17.7</b>
Right Side	176	4.3	9,000	13.4	58,000	18.6	<b>67,000</b>	<b>17.6</b>
Rear	629	15.5	10,000	15.6	38,000	12.4	<b>49,000</b>	<b>13.0</b>
Other/Unknown	40	1.0	*	0.7	10,000	3.2	<b>10,000</b>	<b>2.8</b>
<i>Subtotal</i>	<i>3,010</i>	<i>74.0</i>	<i>53,000</i>	<i>80.4</i>	<i>218,000</i>	<i>70.4</i>	<b><i>274,000</i></b>	<b><i>72.2</i></b>
<b>Collision with Fixed Object</b>	<b>164</b>	<b>4.0</b>	<b>3,000</b>	<b>4.4</b>	<b>28,000</b>	<b>8.9</b>	<b>31,000</b>	<b>8.1</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	363	8.9	1,000	2.0	*	0.1	<b>2,000</b>	<b>0.5</b>
Other	81	2.0	2,000	2.8	53,000	17.1	<b>55,000</b>	<b>14.4</b>
<i>Subtotal</i>	<i>444</i>	<i>10.9</i>	<i>3,000</i>	<i>4.7</i>	<i>53,000</i>	<i>17.2</i>	<b><i>57,000</i></b>	<b><i>14.9</i></b>
<b>Noncollision</b>	<b>448</b>	<b>11.0</b>	<b>7,000</b>	<b>10.5</b>	<b>11,000</b>	<b>3.5</b>	<b>18,000</b>	<b>4.8</b>
<b>Total</b>	<b>4,066</b>	<b>100.0</b>	<b>66,000</b>	<b>100.0</b>	<b>309,000</b>	<b>100.0</b>	<b>380,000</b>	<b>100.0</b>

\*Less than 500.

# Chapter 3 ■ Vehicles

**Table 47**  
**Large Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	441	59.5	3,000	29.9	34,000	38.3	<b>38,000</b>	<b>37.6</b>
Left Side	38	5.1	1,000	6.2	9,000	9.6	<b>9,000</b>	<b>9.2</b>
Right Side	67	9.0	2,000	17.1	23,000	25.7	<b>25,000</b>	<b>24.6</b>
Rear	38	5.1	*	3.2	8,000	9.1	<b>8,000</b>	<b>8.4</b>
Noncollision	94	12.7	4,000	40.6	9,000	10.2	<b>14,000</b>	<b>13.5</b>
Other/Unknown	63	8.5	*	2.9	6,000	7.1	<b>7,000</b>	<b>6.6</b>
<b>Total</b>	<b>741</b>	<b>100.0</b>	<b>11,000</b>	<b>100.0</b>	<b>88,000</b>	<b>100.0</b>	<b>100,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	2,073	62.3	22,000	39.8	58,000	26.2	<b>82,000</b>	<b>29.3</b>
Left Side	311	9.4	13,000	23.0	55,000	24.8	<b>68,000</b>	<b>24.3</b>
Right Side	193	5.8	9,000	16.6	58,000	26.3	<b>68,000</b>	<b>24.1</b>
Rear	659	19.8	10,000	18.9	38,000	17.4	<b>49,000</b>	<b>17.7</b>
Noncollision	6	0.2	*	0.7	2,000	1.0	<b>3,000</b>	<b>0.9</b>
Other/Unknown	83	2.5	1,000	0.9	9,000	4.3	<b>10,000</b>	<b>3.6</b>
<b>Total</b>	<b>3,325</b>	<b>100.0</b>	<b>55,000</b>	<b>100.0</b>	<b>221,000</b>	<b>100.0</b>	<b>280,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	2,514	61.8	25,000	38.2	92,000	29.7	<b>120,000</b>	<b>31.5</b>
Left Side	349	8.6	13,000	20.2	63,000	20.5	<b>77,000</b>	<b>20.3</b>
Right Side	260	6.4	11,000	16.7	81,000	26.1	<b>92,000</b>	<b>24.3</b>
Rear	697	17.1	11,000	16.3	46,000	15.0	<b>58,000</b>	<b>15.3</b>
Noncollision	100	2.5	5,000	7.3	11,000	3.6	<b>16,000</b>	<b>4.3</b>
Other/Unknown	146	3.6	1,000	1.3	16,000	5.1	<b>17,000</b>	<b>4.4</b>
<b>Total</b>	<b>4,066</b>	<b>100.0</b>	<b>66,000</b>	<b>100.0</b>	<b>309,000</b>	<b>100.0</b>	<b>380,000</b>	<b>100.0</b>

\*Less than 500.

**Table 48**  
**Large Trucks Involved in Crashes by Truck Type, Rollover Occurrence, and Crash Severity**

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Single-Unit Truck	169	15.7	906	84.3	<b>1,075</b>	<b>100.0</b>
Combination Truck	378	12.6	2,613	87.4	<b>2,991</b>	<b>100.0</b>
<b>Total</b>	<b>547</b>	<b>13.5</b>	<b>3,519</b>	<b>86.5</b>	<b>4,066</b>	<b>100.0</b>
<b>Injury Crashes</b>						
Single-Unit Truck	3,000	11.2	25,000	88.8	<b>28,000</b>	<b>100.0</b>
Combination Truck	4,000	10.5	34,000	89.5	<b>38,000</b>	<b>100.0</b>
<b>Total</b>	<b>7,000</b>	<b>10.8</b>	<b>59,000</b>	<b>89.2</b>	<b>66,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
Single-Unit Truck	1,000	0.6	160,000	99.4	<b>161,000</b>	<b>100.0</b>
Combination Truck	3,000	2.1	146,000	97.9	<b>149,000</b>	<b>100.0</b>
<b>Total</b>	<b>4,000</b>	<b>1.3</b>	<b>305,000</b>	<b>98.7</b>	<b>309,000</b>	<b>100.0</b>
<b>All Crashes</b>						
Single-Unit Truck	4,000	2.3	186,000	97.7	<b>190,000</b>	<b>100.0</b>
Combination Truck	7,000	3.9	182,000	96.1	<b>190,000</b>	<b>100.0</b>
<b>Total</b>	<b>12,000</b>	<b>3.1</b>	<b>368,000</b>	<b>96.9</b>	<b>380,000</b>	<b>100.0</b>

# Chapter 3 ■ Vehicles

**Table 49**  
**Truck Tractors with Trailers Involved in Crashes by Number of Trailers,**  
**Jackknife Occurrence, and Crash Severity**

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
One	161	6.2	2,433	93.8	<b>2,594</b>	<b>100.0</b>
Two or More	14	12.0	103	88.0	<b>117</b>	<b>100.0</b>
Unknown Number	0	0.0	1	100.0	<b>1</b>	<b>100.0</b>
<b>Total</b>	<b>175</b>	<b>6.5</b>	<b>2,537</b>	<b>93.5</b>	<b>2,712</b>	<b>100.0</b>
<b>Injury Crashes</b>						
One	1,000	3.8	31,000	96.2	<b>32,000</b>	<b>100.0</b>
Two or More	*	4.2	1,000	95.8	<b>1,000</b>	<b>100.0</b>
Unknown Number	*	12.6	*	87.4	<b>*</b>	<b>100.0</b>
<b>Total</b>	<b>1,000</b>	<b>3.8</b>	<b>32,000</b>	<b>96.2</b>	<b>33,000</b>	<b>100.0</b>
<b>Property-Damage-Only Crashes</b>						
One	3,000	2.5	118,000	97.5	<b>121,000</b>	<b>100.0</b>
Two or More	*	13.9	2,000	86.1	<b>2,000</b>	<b>100.0</b>
Unknown Number	*	0.6	2,000	99.4	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>3,000</b>	<b>2.7</b>	<b>122,000</b>	<b>97.3</b>	<b>125,000</b>	<b>100.0</b>
<b>All Crashes</b>						
One	4,000	2.8	151,000	97.2	<b>156,000</b>	<b>100.0</b>
Two or More	*	10.6	3,000	89.4	<b>4,000</b>	<b>100.0</b>
Unknown Number	*	1.1	2,000	98.9	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>5,000</b>	<b>3.0</b>	<b>156,000</b>	<b>97.0</b>	<b>161,000</b>	<b>100.0</b>

\*Less than 500.

**Table 50**  
**Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity**

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	1,963	36.4	21,000	23.7	4,000	24.5	<b>28,000</b>	<b>24.4</b>
Left Side	183	3.4	7,000	7.3	3,000	14.9	<b>9,000</b>	<b>8.3</b>
Right Side	143	2.7	4,000	4.8	2,000	12.3	<b>7,000</b>	<b>5.9</b>
Rear	192	3.6	5,000	5.1	2,000	9.6	<b>7,000</b>	<b>5.8</b>
Other/Unknown	81	1.5	*	0.4	*	*	*	<b>0.4</b>
<i>Subtotal</i>	<i>2,562</i>	<i>47.6</i>	<i>37,000</i>	<i>41.2</i>	<i>11,000</i>	<i>61.2</i>	<b><i>51,000</i></b>	<b><i>44.7</i></b>
<b>Collision with Fixed Object</b>	<b>1,391</b>	<b>25.8</b>	<b>10,000</b>	<b>11.2</b>	<b>1,000</b>	<b>6.0</b>	<b>13,000</b>	<b>11.0</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	53	1.0	1,000	0.9	*	1.4	<b>1,000</b>	<b>1.0</b>
Other	217	4.0	4,000	4.3	2,000	11.0	<b>6,000</b>	<b>5.4</b>
<i>Subtotal</i>	<i>270</i>	<i>5.0</i>	<i>5,000</i>	<i>5.2</i>	<i>2,000</i>	<i>12.4</i>	<b><i>7,000</i></b>	<b><i>6.3</i></b>
<b>Noncollision</b>	<b>1,158</b>	<b>21.5</b>	<b>38,000</b>	<b>42.4</b>	<b>4,000</b>	<b>20.3</b>	<b>43,000</b>	<b>37.9</b>
<b>Total</b>	<b>**5,387</b>	<b>100.0</b>	<b>90,000</b>	<b>100.0</b>	<b>18,000</b>	<b>100.0</b>	<b>114,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 6 motorcycles involved in fatal crashes with unknown most harmful event.

# Chapter 3 ■ Vehicles

**Table 51**  
**Motorcycles Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	1,443	59.3	13,000	27.0	3,000	53.6	<b>17,000</b>	<b>31.2</b>
Left Side	135	5.5	2,000	3.3	*	*	<b>2,000</b>	<b>3.1</b>
Right Side	178	7.3	4,000	7.9	1,000	13.3	<b>5,000</b>	<b>8.5</b>
Rear	17	0.7	*	0.1	*	*	<b>*</b>	<b>0.1</b>
Noncollision	387	15.9	28,000	60.3	2,000	33.0	<b>31,000</b>	<b>55.5</b>
Other/Unknown	274	11.3	1,000	1.3	*	*	<b>1,000</b>	<b>1.6</b>
<b>Total</b>	<b>2,434</b>	<b>100.0</b>	<b>47,000</b>	<b>100.0</b>	<b>6,000</b>	<b>100.0</b>	<b>55,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	2,178	73.8	23,000	53.0	5,000	38.0	<b>30,000</b>	<b>50.9</b>
Left Side	223	7.6	8,000	17.5	3,000	25.9	<b>11,000</b>	<b>18.8</b>
Right Side	176	6.0	5,000	11.2	2,000	18.0	<b>7,000</b>	<b>12.4</b>
Rear	212	7.2	5,000	11.0	2,000	16.0	<b>7,000</b>	<b>11.9</b>
Noncollision	23	0.8	3,000	7.1	*	2.1	<b>3,000</b>	<b>5.7</b>
Other/Unknown	141	4.8	*	0.1	*	*	<b>*</b>	<b>0.3</b>
<b>Total</b>	<b>2,953</b>	<b>100.0</b>	<b>43,000</b>	<b>100.0</b>	<b>12,000</b>	<b>100.0</b>	<b>59,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	3,621	67.2	36,000	39.4	8,000	43.0	<b>47,000</b>	<b>41.3</b>
Left Side	358	6.6	9,000	10.1	3,000	17.7	<b>13,000</b>	<b>11.2</b>
Right Side	354	6.6	9,000	9.5	3,000	16.5	<b>12,000</b>	<b>10.5</b>
Rear	229	4.3	5,000	5.3	2,000	10.9	<b>7,000</b>	<b>6.2</b>
Noncollision	410	7.6	31,000	34.9	2,000	11.9	<b>34,000</b>	<b>29.9</b>
Other/Unknown	415	7.7	1,000	0.7	*	*	<b>1,000</b>	<b>0.9</b>
<b>Total</b>	<b>5,387</b>	<b>100.0</b>	<b>90,000</b>	<b>100.0</b>	<b>18,000</b>	<b>100.0</b>	<b>114,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

**Table 52**  
**Buses Involved in Crashes by Most Harmful Event and Crash Severity**

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Collision with Motor Vehicle in Transport by Initial Point of Impact:</b>								
Front	93	37.7	3,000	30.5	9,000	18.2	<b>12,000</b>	<b>20.5</b>
Left Side	11	4.5	2,000	20.8	13,000	27.3	<b>16,000</b>	<b>26.0</b>
Right Side	12	4.9	1,000	12.4	9,000	18.7	<b>10,000</b>	<b>17.5</b>
Rear	28	11.3	2,000	20.4	9,000	19.1	<b>12,000</b>	<b>19.3</b>
Other/Unknown	0	0.0	*	*	*	*	*	*
<i>Subtotal</i>	<i>144</i>	<i>58.3</i>	<i>9,000</i>	<i>84.1</i>	<i>41,000</i>	<i>83.3</i>	<i><b>50,000</b></i>	<i><b>83.3</b></i>
<b>Collision with Fixed Object</b>								
	<b>5</b>	<b>2.0</b>	*	<b>1.2</b>	<b>1,000</b>	<b>1.9</b>	<b>1,000</b>	<b>1.8</b>
<b>Collision with Object Not Fixed:</b>								
Nonoccupant	78	31.6	1,000	10.7	*	0.6	<b>2,000</b>	<b>2.5</b>
Other	2	0.8	*	2.3	7,000	14.2	<b>7,000</b>	<b>12.0</b>
<i>Subtotal</i>	<i>80</i>	<i>32.4</i>	<i>1,000</i>	<i>13.1</i>	<i>7,000</i>	<i>14.8</i>	<i><b>9,000</b></i>	<i><b>14.6</b></i>
<b>Noncollision</b>								
	<b>17</b>	<b>6.9</b>	*	<b>1.7</b>	*	*	*	<b>0.3</b>
<b>Total</b>	<b>**247</b>	<b>100.0</b>	<b>11,000</b>	<b>100.0</b>	<b>49,000</b>	<b>100.0</b>	<b>60,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

\*\*Includes 1 bus involved in a fatal crash with unknown most harmful event.

# Chapter 3 ■ Vehicles

**Table 53**  
**Buses Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>								
Front	54	58.7	*	16.9	2,000	20.6	<b>2,000</b>	<b>20.3</b>
Left Side	10	10.9	1,000	35.3	1,000	6.1	<b>1,000</b>	<b>11.1</b>
Right Side	8	8.7	1,000	38.1	6,000	73.3	<b>7,000</b>	<b>66.8</b>
Rear	5	5.4	*	*	*	*	*	<b>0.1</b>
Noncollision	9	9.8	*	7.1	*	*	*	<b>1.3</b>
Other/Unknown	6	6.5	*	2.5	*	*	*	<b>0.5</b>
<b>Total</b>	<b>92</b>	<b>100.0</b>	<b>2,000</b>	<b>100.0</b>	<b>8,000</b>	<b>100.0</b>	<b>10,000</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>								
Front	95	61.3	3,000	36.6	9,000	21.8	<b>12,000</b>	<b>24.6</b>
Left Side	12	7.7	2,000	24.7	13,000	32.8	<b>16,000</b>	<b>31.2</b>
Right Side	14	9.0	1,000	14.7	9,000	22.5	<b>11,000</b>	<b>21.0</b>
Rear	32	20.6	2,000	24.1	9,000	22.9	<b>12,000</b>	<b>23.1</b>
Noncollision	0	0.0	*	*	*	*	*	<b>*</b>
Other/Unknown	2	1.3	*	*	*	*	*	<b>*</b>
<b>Total</b>	<b>155</b>	<b>100.0</b>	<b>9,000</b>	<b>100.0</b>	<b>41,000</b>	<b>100.0</b>	<b>50,000</b>	<b>100.0</b>
<b>All Crashes</b>								
Front	149	60.3	4,000	33.5	11,000	21.6	<b>14,000</b>	<b>23.9</b>
Left Side	22	8.9	3,000	26.3	14,000	28.3	<b>17,000</b>	<b>27.9</b>
Right Side	22	8.9	2,000	18.2	15,000	31.0	<b>17,000</b>	<b>28.6</b>
Rear	37	15.0	2,000	20.4	9,000	19.1	<b>12,000</b>	<b>19.3</b>
Noncollision	9	3.6	*	1.1	*	*	*	<b>0.2</b>
Other/Unknown	8	3.2	*	0.4	*	*	*	<b>0.1</b>
<b>Total</b>	<b>247</b>	<b>100.0</b>	<b>11,000</b>	<b>100.0</b>	<b>49,000</b>	<b>100.0</b>	<b>60,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

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Chapter 4

# PEOPLE



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## CHAPTER 4 ■ PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2008. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 37,261 people lost their lives in motor vehicle crashes in 2008. Another 2.35 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (27 percent), motorcyclists (4 percent), pedestrians (3 percent), and pedalcyclists (2 percent).
- Per 100,000 population, persons 21 to 24 years old had the highest fatality rate, and persons 16 to 20 years old had the highest injury rate. Children under 5 years old had the lowest fatality rate and the lowest injury rate per 100,000 population.
- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females than for males in every age group, except for people 5 to 9 years old and people over 74 years old.
- Of the persons who were killed in traffic crashes in 2008, 32 percent died in alcohol-impaired driving crashes.

# Chapter 4 ■ People

**Table 54**  
**Persons Killed or Injured, by Person Type and Injury Severity**

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Vehicle Occupants</b>						
Driver	19,220	150,000	392,000	953,000	1,495,000	<b>1,514,000</b>
Passenger	7,397	61,000	160,000	403,000	625,000	<b>632,000</b>
Unknown Occupant	72	*	1,000	*	1,000	<b>1,000</b>
<i>Subtotal</i>	<i>26,689</i>	<i>211,000</i>	<i>553,000</i>	<i>1,356,000</i>	<i>2,120,000</i>	<b><i>2,146,000</i></b>
<b>Motorcyclists</b>	<b>5,290</b>	<b>30,000</b>	<b>46,000</b>	<b>20,000</b>	<b>96,000</b>	<b>101,000</b>
<b>Nonoccupants</b>						
Pedestrian	4,378	13,000	24,000	31,000	69,000	<b>73,000</b>
Pedalcyclist	716	6,000	24,000	22,000	52,000	<b>53,000</b>
Other/Unknown	188	1,000	3,000	5,000	9,000	<b>9,000</b>
<i>Subtotal</i>	<i>5,282</i>	<i>21,000</i>	<i>51,000</i>	<i>58,000</i>	<i>130,000</i>	<b><i>135,000</i></b>
<b>Total</b>	<b>37,261</b>	<b>262,000</b>	<b>650,000</b>	<b>1,434,000</b>	<b>2,346,000</b>	<b>2,383,000</b>

\*Less than 500.

**Table 55**  
**Persons Killed or Injured, by Age and Injury Severity**

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	411	3,000	11,000	37,000	51,000	<b>52,000</b>
5-9	396	5,000	17,000	38,000	60,000	<b>60,000</b>
10-15	826	11,000	33,000	65,000	109,000	<b>110,000</b>
16-20	4,497	42,000	111,000	205,000	359,000	<b>363,000</b>
21-24	3,940	27,000	75,000	143,000	245,000	<b>249,000</b>
25-34	6,379	48,000	120,000	265,000	434,000	<b>440,000</b>
35-44	5,414	40,000	90,000	222,000	353,000	<b>358,000</b>
45-54	5,750	37,000	85,000	214,000	336,000	<b>342,000</b>
55-64	4,036	25,000	56,000	136,000	216,000	<b>220,000</b>
65-74	2,464	12,000	28,000	65,000	105,000	<b>108,000</b>
>74	3,069	11,000	24,000	43,000	78,000	<b>81,000</b>
<b>Total</b>	<b>*37,261</b>	<b>262,000</b>	<b>650,000</b>	<b>1,434,000</b>	<b>2,346,000</b>	<b>2,383,000</b>

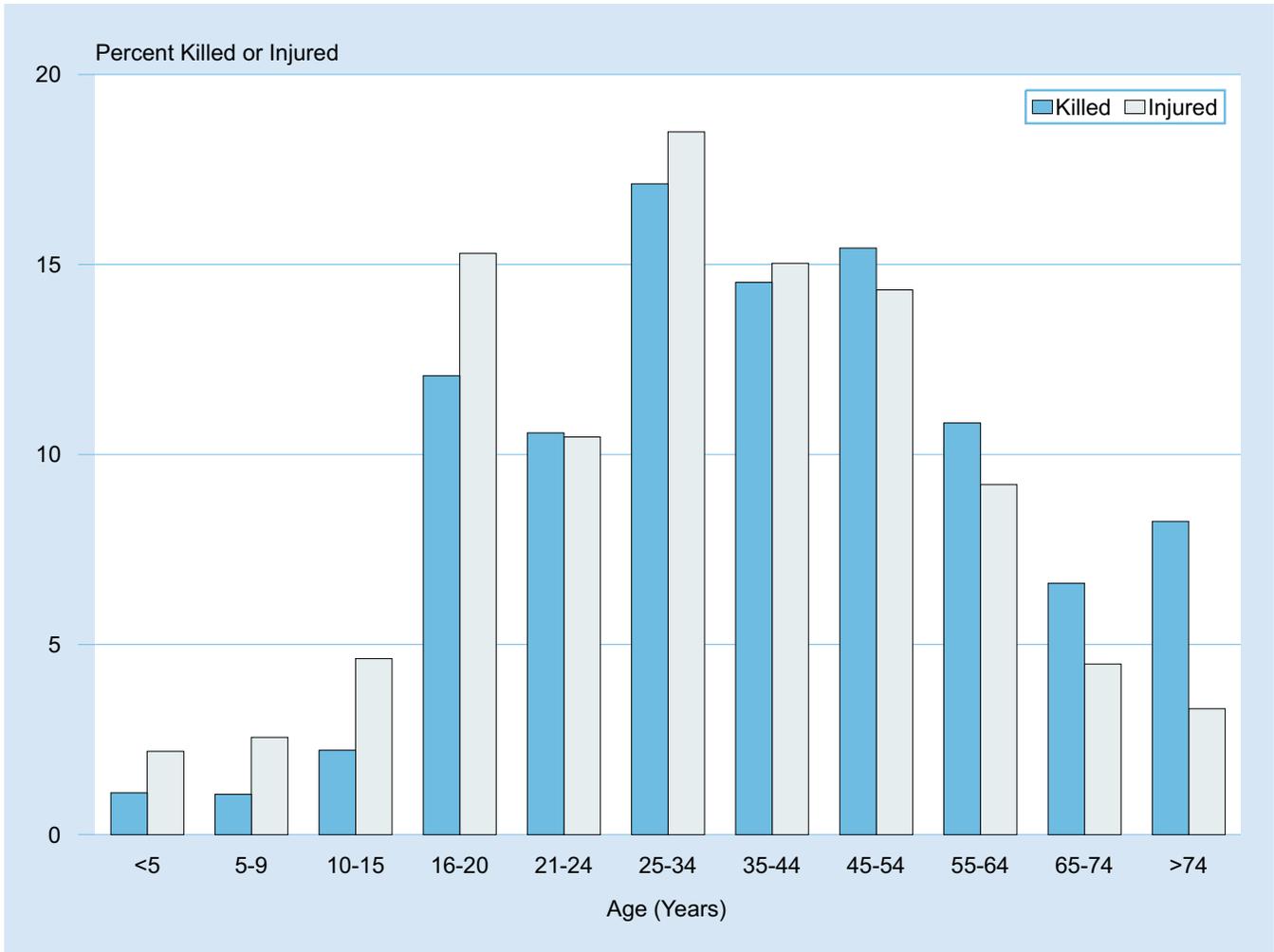
\*Includes 79 fatalities of unknown age.

**Table 56**  
**Persons Killed or Injured, by Sex and Injury Severity**

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	26,616	144,000	352,000	621,000	1,117,000	<b>1,143,000</b>
Female	10,631	118,000	299,000	812,000	1,229,000	<b>1,240,000</b>
<b>Total</b>	<b>*37,261</b>	<b>262,000</b>	<b>650,000</b>	<b>1,434,000</b>	<b>2,346,000</b>	<b>2,383,000</b>

\*Includes 14 fatalities of unknown sex.

**Figure 18**  
**Percent of Persons Killed or Injured, by Age**



# Chapter 4 ■ People

**Table 57**

**Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex**

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	236	10,748	2.20	174	10,258	1.70	411	21,006	1.96
5-9	235	10,259	2.29	161	9,806	1.64	396	20,065	1.97
10-15	500	12,415	4.03	324	11,839	2.74	826	24,255	3.41
16-20	3,086	11,039	27.95	1,409	10,492	13.43	4,497	21,531	20.89
21-24	3,072	8,681	35.39	868	8,162	10.64	3,940	16,842	23.39
25-34	4,964	20,900	23.75	1,415	20,032	7.06	6,379	40,932	15.58
35-44	4,015	21,314	18.84	1,399	21,187	6.60	5,414	42,501	12.74
45-54	4,160	21,853	19.04	1,590	22,519	7.06	5,750	44,372	12.96
55-64	2,901	16,251	17.85	1,133	17,436	6.50	4,036	33,686	11.98
65-74	1,595	9,265	17.22	869	10,858	8.00	2,464	20,123	12.24
>74	1,788	7,200	24.83	1,280	11,547	11.09	3,069	18,747	16.37
Unknown	64	*	*	9	*	*	79	*	*
<b>Total</b>	<b>26,616</b>	<b>149,925</b>	<b>17.75</b>	<b>10,631</b>	<b>154,135</b>	<b>6.90</b>	<b>**37,261</b>	<b>304,060</b>	<b>12.25</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	24,000	10,748	225	27,000	10,258	265	51,000	21,006	245
5-9	32,000	10,259	308	28,000	9,806	289	60,000	20,065	299
10-15	49,000	12,415	396	60,000	11,839	503	109,000	24,255	448
16-20	167,000	11,039	1,511	192,000	10,492	1,828	359,000	21,531	1,665
21-24	122,000	8,681	1,411	123,000	8,162	1,506	245,000	16,842	1,457
25-34	211,000	20,900	1,011	222,000	20,032	1,110	434,000	40,932	1,060
35-44	170,000	21,314	799	182,000	21,187	860	353,000	42,501	830
45-54	158,000	21,853	724	178,000	22,519	791	336,000	44,372	758
55-64	103,000	16,251	632	113,000	17,436	650	216,000	33,686	642
65-74	47,000	9,265	504	59,000	10,858	540	105,000	20,123	523
>74	33,000	7,200	460	45,000	11,547	386	78,000	18,747	414
<b>Total</b>	<b>1,117,000</b>	<b>149,925</b>	<b>745</b>	<b>1,229,000</b>	<b>154,135</b>	<b>797</b>	<b>2,346,000</b>	<b>304,060</b>	<b>771</b>

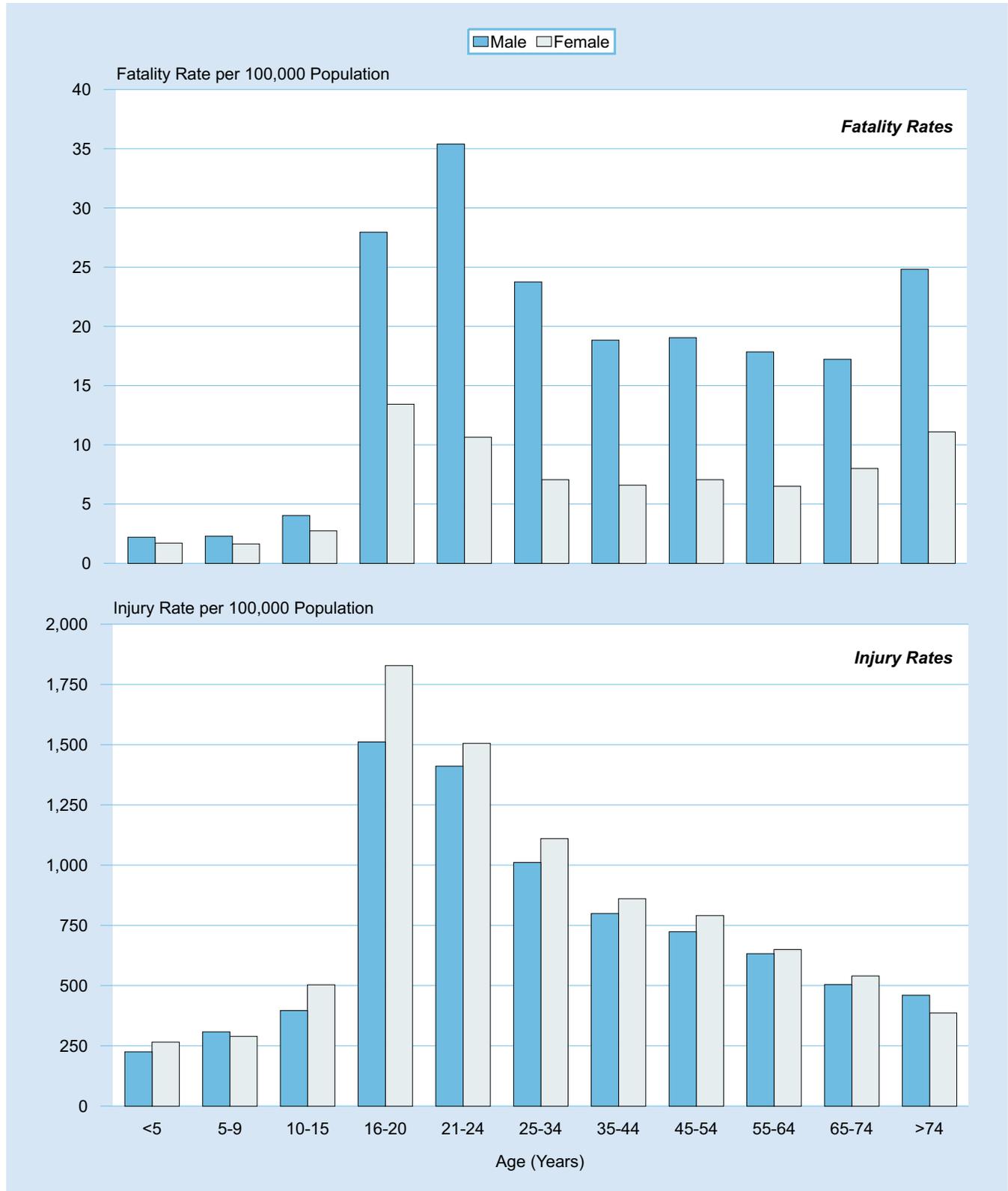
\*Not applicable.

\*\*Includes 14 fatalities of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Source: Population—Bureau of the Census.

**Figure 19**  
**Fatality and Injury Rates per 100,000 Population, by Age and Sex**



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**Table 58**  
**Persons Killed or Injured in Crashes, by Weather Condition and Light Condition**

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
<b>Persons Killed</b>					
Normal	16,009	5,608	9,857	1,265	<b>32,798</b>
Rain	1,229	494	828	123	<b>2,679</b>
Snow/Sleet	470	85	320	53	<b>930</b>
Other	174	61	287	49	<b>572</b>
Unknown	75	19	64	6	<b>282</b>
<b>Total</b>	<b>17,957</b>	<b>6,267</b>	<b>11,356</b>	<b>1,496</b>	<b>*37,261</b>
<b>Persons Injured</b>					
Normal	1,426,000	343,000	192,000	61,000	<b>2,023,000</b>
Rain	137,000	51,000	28,000	8,000	<b>224,000</b>
Snow/Sleet	35,000	11,000	15,000	2,000	<b>64,000</b>
Other	19,000	5,000	7,000	3,000	<b>35,000</b>
<b>Total</b>	<b>1,617,000</b>	<b>411,000</b>	<b>243,000</b>	<b>74,000</b>	<b>2,346,000</b>

\*Includes 185 fatalities in crashes that occurred under unknown light conditions.

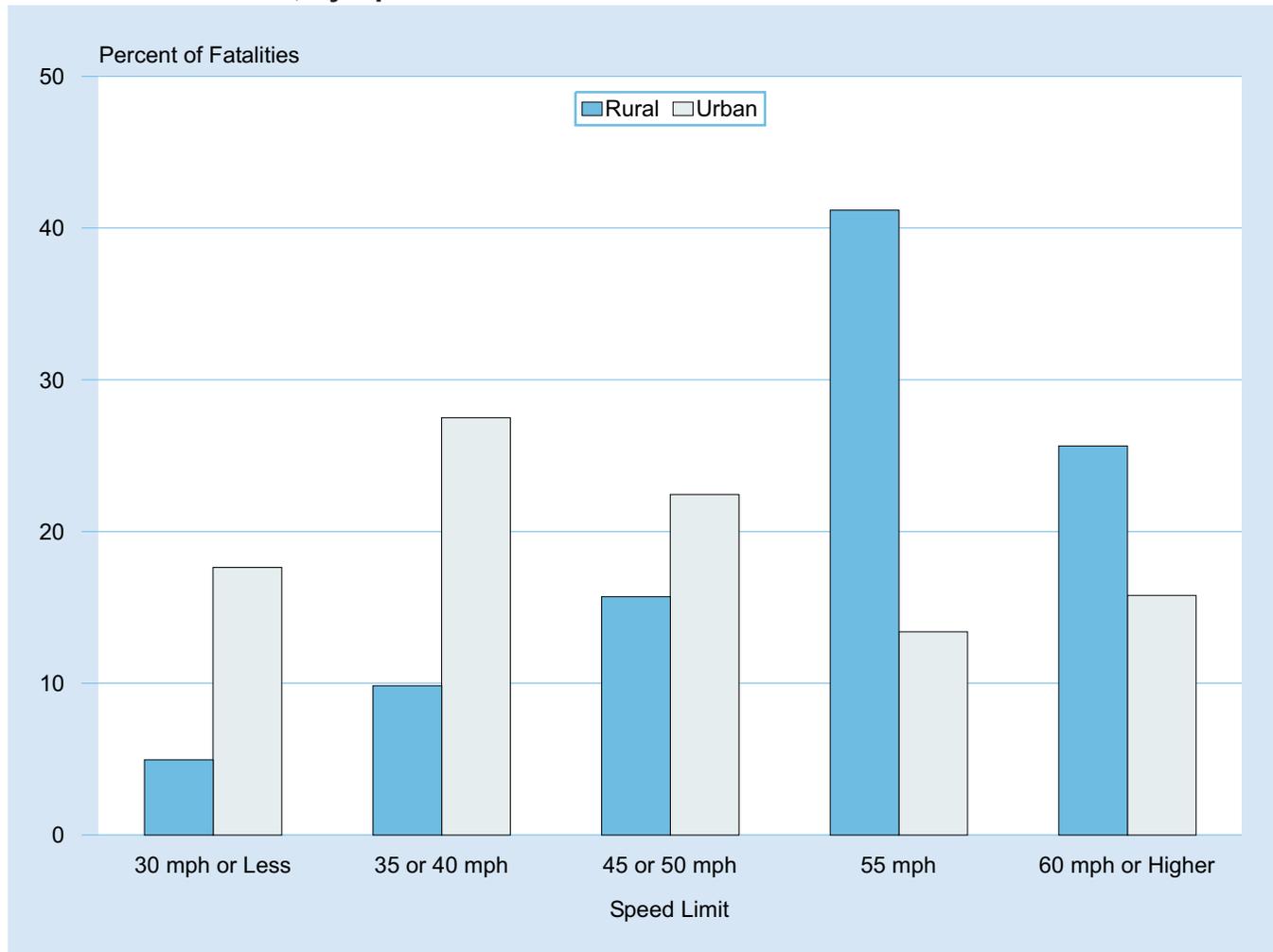
**Table 59**  
**Persons Killed or Injured in Crashes, by Speed Limit and Crash Type**

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle		Number	Percent
	Number	Percent	Number	Percent		
<b>Persons Killed</b>						
30 mph or less	2,904	13.3	1,005	6.5	<b>3,909</b>	<b>10.5</b>
35 or 40 mph	4,062	18.6	2,450	15.9	<b>6,512</b>	<b>17.5</b>
45 or 50 mph	3,892	17.8	3,062	19.9	<b>6,954</b>	<b>18.7</b>
55 mph	5,896	26.9	4,940	32.1	<b>10,836</b>	<b>29.1</b>
60 mph or higher	4,278	19.5	3,678	23.9	<b>7,956</b>	<b>21.4</b>
No Statutory Limit	129	0.6	10	0.1	<b>139</b>	<b>0.4</b>
Unknown	727	3.3	228	1.5	<b>955</b>	<b>2.6</b>
<b>Total</b>	<b>21,888</b>	<b>100.0</b>	<b>15,373</b>	<b>100.0</b>	<b>37,261</b>	<b>100.0</b>
<b>Persons Injured</b>						
30 mph or less	166,000	25.4	296,000	17.5	<b>463,000</b>	<b>19.7</b>
35 or 40 mph	151,000	23.1	653,000	38.6	<b>804,000</b>	<b>34.3</b>
45 or 50 mph	94,000	14.3	417,000	24.6	<b>511,000</b>	<b>21.8</b>
55 mph	134,000	20.5	180,000	10.6	<b>314,000</b>	<b>13.4</b>
60 mph or higher	95,000	14.6	133,000	7.9	<b>229,000</b>	<b>9.7</b>
No Statutory Limit	13,000	2.0	13,000	0.8	<b>26,000</b>	<b>1.1</b>
<b>Total</b>	<b>654,000</b>	<b>100.0</b>	<b>1,691,000</b>	<b>100.0</b>	<b>2,346,000</b>	<b>100.0</b>

**Table 60**  
**Persons Killed in Crashes, by Speed Limit and Land Use**

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	1,037	26.5	2,818	72.1	54	1.4	<b>3,909</b>	<b>100.0</b>
35 or 40 mph	2,058	31.6	4,395	67.5	59	0.9	<b>6,512</b>	<b>100.0</b>
45 or 50 mph	3,282	47.2	3,586	51.6	86	1.2	<b>6,954</b>	<b>100.0</b>
55 mph	8,608	79.4	2,140	19.7	88	0.8	<b>10,836</b>	<b>100.0</b>
60 mph or higher	5,360	67.4	2,523	31.7	73	0.9	<b>7,956</b>	<b>100.0</b>
No Statutory Limit	113	81.3	26	18.7	0	0.0	<b>139</b>	<b>100.0</b>
Unknown	447	46.8	495	51.8	13	1.4	<b>955</b>	<b>100.0</b>
<b>Total</b>	<b>20,905</b>	<b>56.1</b>	<b>15,983</b>	<b>42.9</b>	<b>373</b>	<b>1.0</b>	<b>37,261</b>	<b>100.0</b>

**Figure 20**  
**Percent of Fatalities, by Speed Limit and Land Use**



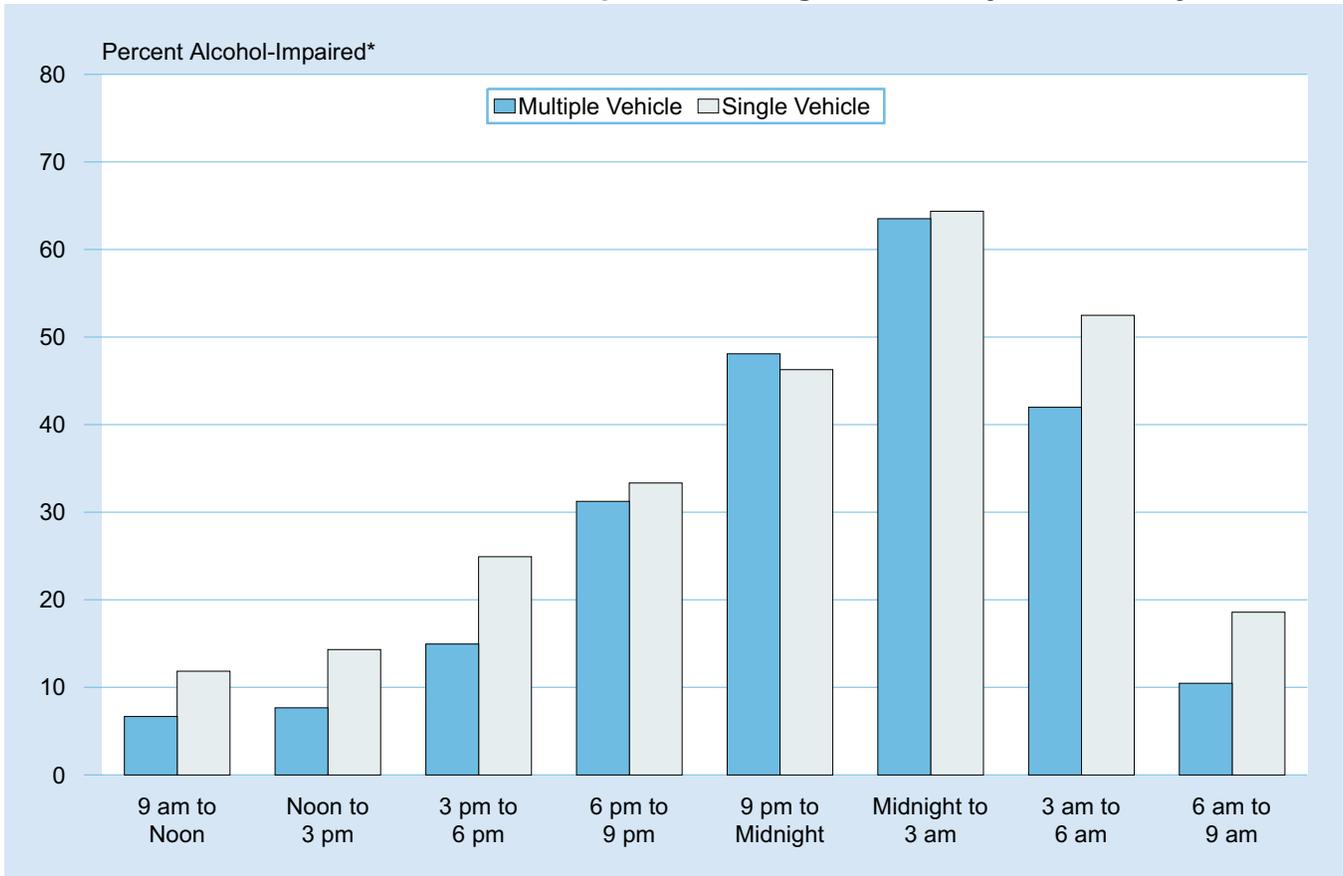
# Chapter 4 ■ People

**Table 61**  
**Persons Killed in Crashes and Percent Alcohol-Impaired Driving Fatalities,**  
**by Time of Day and Crash Type**

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*	
	Number	Percent	Number	Number	Percent	Number	Number	Percent	
Midnight to 3 am	3,790	2,439	64	1,150	731	64	<b>4,940</b>	<b>3,170</b>	<b>64</b>
3 am to 6 am	2,207	1,158	52	850	357	42	<b>3,057</b>	<b>1,515</b>	<b>50</b>
6 am to 9 am	1,834	341	19	1,650	173	10	<b>3,484</b>	<b>514</b>	<b>15</b>
9 am to Noon	1,681	199	12	1,963	131	7	<b>3,644</b>	<b>330</b>	<b>9</b>
Noon to 3 pm	2,149	308	14	2,610	200	8	<b>4,759</b>	<b>508</b>	<b>11</b>
3 pm to 6 pm	2,770	690	25	3,032	453	15	<b>5,802</b>	<b>1,144</b>	<b>20</b>
6 pm to 9 pm	3,522	1,174	33	2,333	729	31	<b>5,855</b>	<b>1,903</b>	<b>33</b>
9 pm to Midnight	3,681	1,703	46	1,753	843	48	<b>5,434</b>	<b>2,547</b>	<b>47</b>
Unknown	254	138	54	32	7	21	<b>286</b>	<b>144</b>	<b>50</b>
<b>Total</b>	<b>21,888</b>	<b>8,151</b>	<b>37</b>	<b>15,373</b>	<b>3,623</b>	<b>24</b>	<b>37,261</b>	<b>11,773</b>	<b>32</b>

\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 21**  
**Percent of Persons Killed in Alcohol-Impaired Driving Crashes, by Time of Day**



\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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**Table 62**

**Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type**

Roadway Function Class	Person Type					Total
	Driver*	Passenger**	Pedestrian	Pedalcyclist	Other Nonoccupant	
Principal Arterial						
Interstate	140	44	43	0	3	230
Freeway/Expressway	31	13	9	0	0	53
Other	117	31	39	2	3	192
Minor Arterial	59	22	8	2	1	92
Collector	50	8	11	0	0	69
Local Road or Street	49	15	7	1	2	74
Unknown	4	4	2	0	0	10
<b>Total</b>	<b>450</b>	<b>137</b>	<b>119</b>	<b>5</b>	<b>9</b>	<b>720</b>

\*Includes motorcycle riders.

\*\*Includes motorcycle passengers.

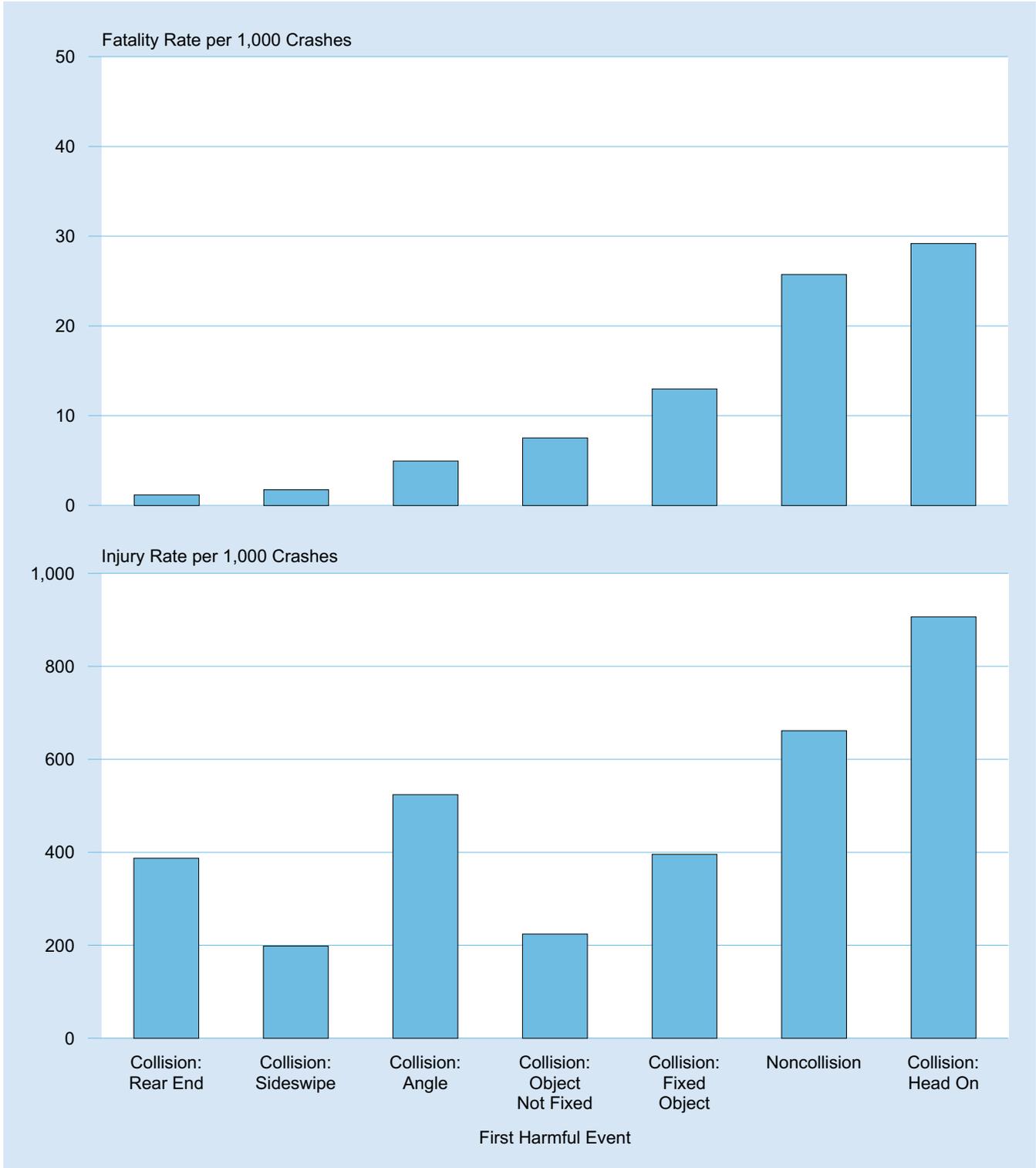
**Table 63**

**Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type**

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle		Total	In Emergency Use*
	Total	In Emergency Use*	Total	In Emergency Use*		
<b>Ambulance</b>						
Ambulance Driver	0	0	1	0	1	0
Ambulance Passenger	2	0	1	1	3	1
Occupant of Other Vehicle	0	0	21	9	21	9
Pedestrian	2	1	3	3	5	4
Pedalcyclist	1	1	0	0	1	1
<b>Total</b>	<b>5</b>	<b>2</b>	<b>26</b>	<b>13</b>	<b>31</b>	<b>15</b>
<b>Fire Truck</b>						
Fire Truck Driver	4	4	1	0	5	4
Fire Truck Passenger	0	0	0	0	0	0
Occupant of Other Vehicle	0	0	20	11	20	11
Pedestrian	1	0	0	0	1	0
Pedalcyclist	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>4</b>	<b>21</b>	<b>11</b>	<b>26</b>	<b>15</b>
<b>Police Vehicle</b>						
Police Vehicle Driver	15	6	16	8	31	14
Police Vehicle Passenger	0	0	2	0	2	0
Occupant of Other Vehicle	0	0	42	26	42	26
Pedestrian	12	4	9	5	21	9
Pedalcyclist	9	5	1	0	10	5
<b>Total</b>	<b>36</b>	<b>15</b>	<b>70</b>	<b>39</b>	<b>106</b>	<b>54</b>

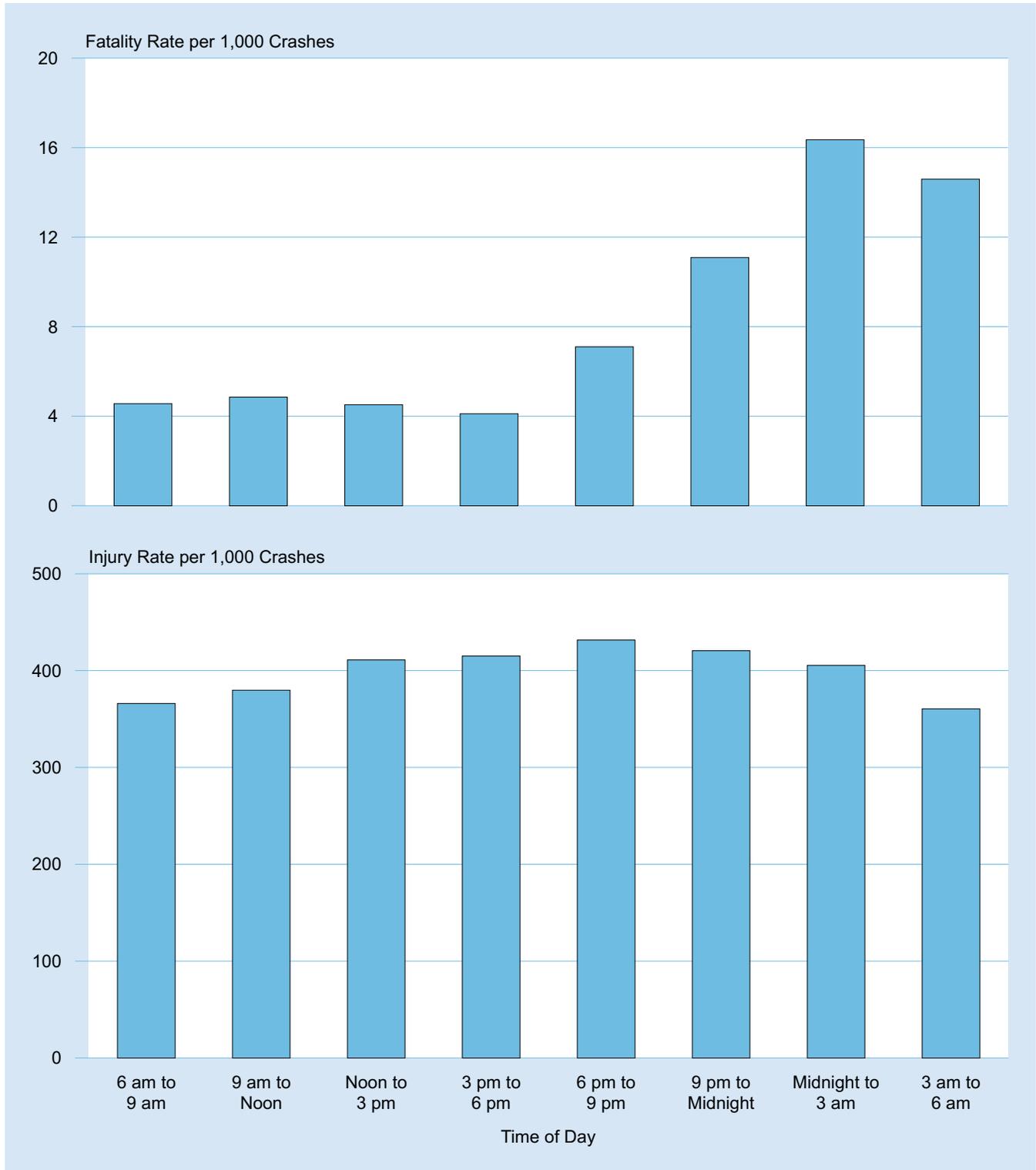
\*Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

**Figure 22**  
**Fatality and Injury Rates per 1,000 Crashes, by First Harmful Event and Manner of Collision**

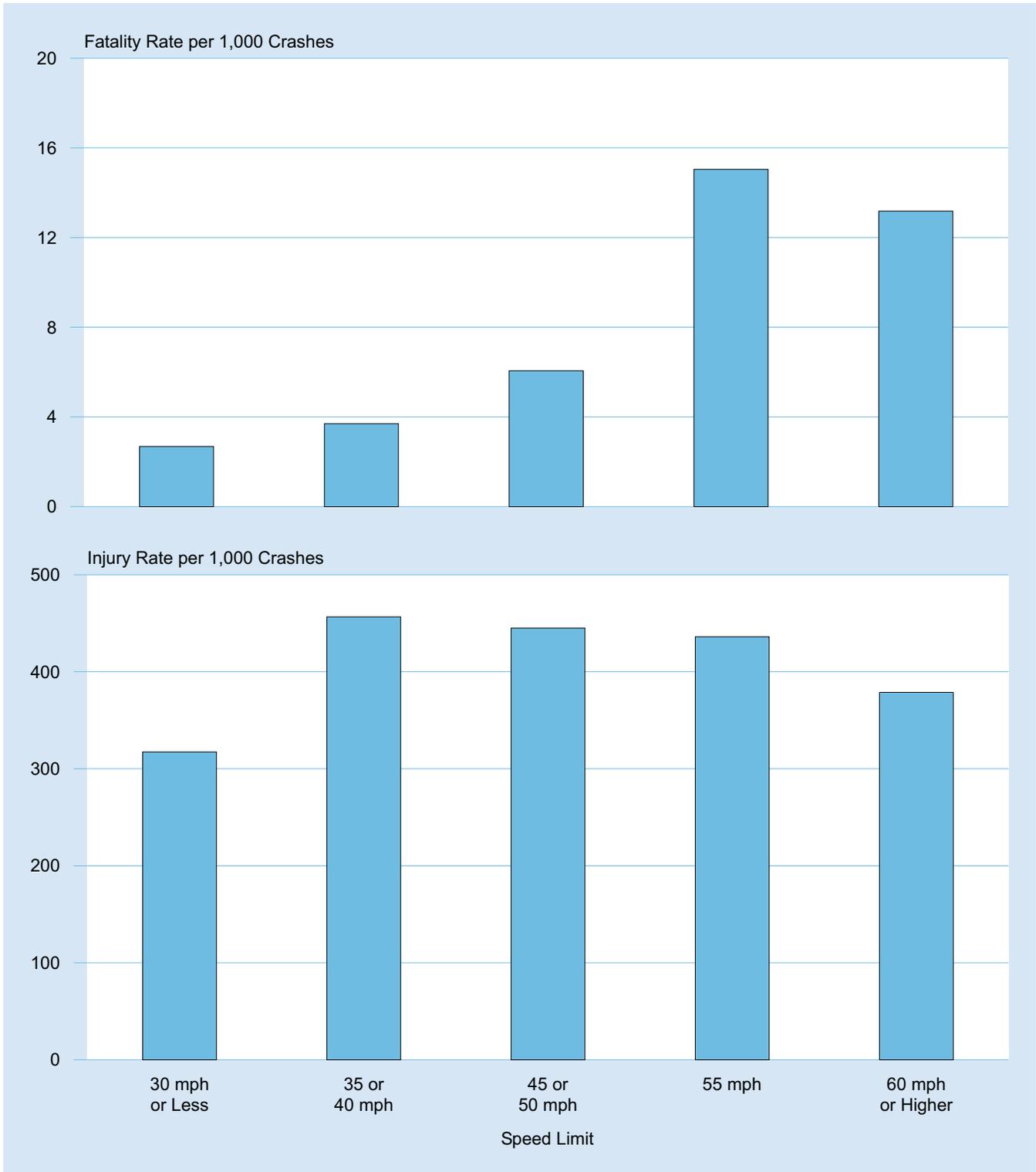


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**Figure 23**  
**Fatality and Injury Rates per 1,000 Crashes, by Time of Day**



**Figure 24**  
**Fatality and Injury Rates per 1,000 Crashes, by Speed Limit**



# Chapter 4 ■ People

**Table 64**

**Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity**

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
<b>Drivers in Fatal Crashes</b>						
<16	147	*	65	*	213	*
16-20	4,082	—	1,645	—	5,729	—
21-24	4,073	—	1,239	—	5,312	—
25-34	7,448	—	2,297	—	9,745	—
35-44	6,534	—	2,226	—	8,762	—
45-54	6,294	—	2,019	—	8,313	—
55-64	4,308	—	1,385	—	5,695	—
65-74	2,102	—	811	—	2,913	—
>74	1,799	—	855	—	2,656	—
Unknown	94	*	26	*	848	*
<b>Total</b>	<b>36,881</b>	<b>—</b>	<b>12,568</b>	<b>—</b>	<b>**50,186</b>	<b>—</b>
<b>Drivers in Injury Crashes</b>						
<16	13,000	*	4,000	*	17,000	*
16-20	225,000	—	192,000	—	416,000	—
21-24	187,000	—	143,000	—	330,000	—
25-34	331,000	—	277,000	—	608,000	—
35-44	288,000	—	220,000	—	508,000	—
45-54	262,000	—	209,000	—	472,000	—
55-64	175,000	—	133,000	—	308,000	—
65-74	74,000	—	60,000	—	134,000	—
>74	54,000	—	43,000	—	97,000	—
<b>Total</b>	<b>1,609,000</b>	<b>—</b>	<b>1,280,000</b>	<b>—</b>	<b>2,890,000</b>	<b>—</b>
<b>Drivers in Property-Damage-Only Crashes</b>						
<16	59,000	*	27,000	*	86,000	*
16-20	552,000	—	439,000	—	991,000	—
21-24	480,000	—	366,000	—	846,000	—
25-34	839,000	—	624,000	—	1,463,000	—
35-44	829,000	—	558,000	—	1,387,000	—
45-54	682,000	—	455,000	—	1,136,000	—
55-64	418,000	—	278,000	—	696,000	—
65-74	198,000	—	125,000	—	323,000	—
>74	118,000	—	95,000	—	212,000	—
<b>Total</b>	<b>4,174,000</b>	<b>—</b>	<b>2,967,000</b>	<b>—</b>	<b>7,141,000</b>	<b>—</b>
<b>Drivers in All Crashes</b>						
<16	72,000	*	32,000	*	104,000	*
16-20	780,000	—	633,000	—	1,413,000	—
21-24	671,000	—	511,000	—	1,181,000	—
25-34	1,177,000	—	903,000	—	2,080,000	—
35-44	1,124,000	—	780,000	—	1,904,000	—
45-54	950,000	—	666,000	—	1,616,000	—
55-64	598,000	—	412,000	—	1,010,000	—
65-74	274,000	—	185,000	—	459,000	—
>74	173,000	—	138,000	—	312,000	—
Unknown	***	*	***	*	1,000	*
<b>Total</b>	<b>5,820,000</b>	<b>—</b>	<b>4,260,000</b>	<b>—</b>	<b>10,081,000</b>	<b>—</b>

\*Not applicable.

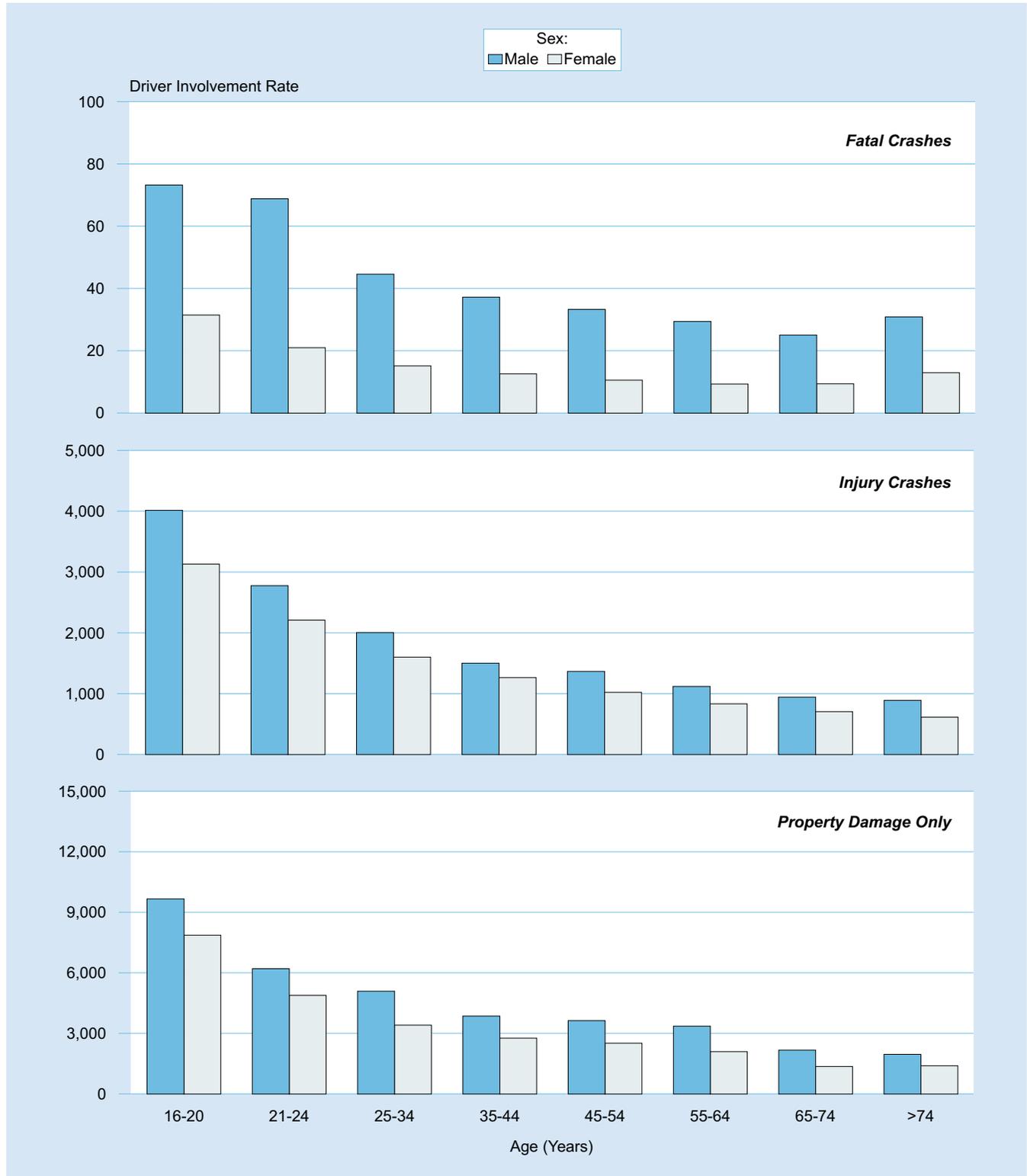
\*\*Includes 737 drivers of unknown sex.

\*\*\*Less than 500.

Notes: Drivers include motorcycle riders. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. 2008 data not yet available for licensed drivers.

Source: Licensed Drivers—Federal Highway Administration.

**Figure 25**  
**Driver Involvement Rates per 100,000 Licensed Drivers, by Age, Sex, and Crash Severity, 2007**



Note: Drivers include motorcycle riders.

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**Table 65**

**Drivers and Motorcycle Riders Involved in Fatal Crashes, by Previous Driving Record and License Type Compliance**

Previous Convictions	Valid License (42,264)		Invalid License (6,536)		Total (48,800)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	5,445	12.9	817	12.5	<b>6,262</b>	<b>12.8</b>
Previous Recorded Suspensions or Revocations	3,757	8.9	2,887	44.2	<b>6,644</b>	<b>13.6</b>
Previous DWI Convictions	717	1.7	701	10.7	<b>1,418</b>	<b>2.9</b>
Previous Speeding Convictions	8,381	19.8	1,170	17.9	<b>9,551</b>	<b>19.6</b>
Previous Other Harmful Moving Convictions	7,087	16.8	1,586	24.3	<b>8,673</b>	<b>17.8</b>
Drivers with No Previous Convictions	25,447	60.2	2,917	44.6	<b>28,364</b>	<b>58.1</b>

Notes: Table does not include 1,375 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

**Table 66**

**Related Factors for Drivers and Motorcycle Riders Involved in Fatal Crashes**

Factors	Number	Percent
Failure to keep in proper lane or running off road . . . . .	12,106	24.1
Driving too fast for conditions or in excess of posted speed limit or racing . . . . .	10,812	21.5
Under the influence of alcohol, drugs, or medication . . . . .	7,186	14.3
Inattentive (talking, eating, etc.) . . . . .	4,711	9.4
Failure to yield right of way . . . . .	3,493	7.0
Overcorrecting/oversteering . . . . .	2,257	4.5
Failure to obey traffic signs, signals, or officer . . . . .	2,059	4.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonoccupant in roadway, etc.. . . . .	2,043	4.1
Vision obscured (rain, snow, glare, lights, building, trees, etc.) . . . . .	1,369	2.7
Operating vehicle in erratic, reckless, careless, or negligent manner . . . . .	1,334	2.7
Making improper turn . . . . .	1,296	2.6
Drowsy, asleep, fatigued, ill, or blackout . . . . .	1,210	2.4
Driving wrong way on one-way trafficway or on wrong side of road . . . . .	747	1.5
Other factors . . . . .	8,491	16.9
None reported . . . . .	17,358	34.6
Unknown . . . . .	829	1.7
<b>Total Drivers</b> . . . . .	<b>50,186</b>	<b>100.0</b>

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

**Table 67**  
**Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity**

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<b>Passenger Car</b>						
Drivers	10,408	87,000	239,000	614,000	940,000	<b>950,000</b>
Passengers	4,143	34,000	89,000	242,000	364,000	<b>368,000</b>
Unknown	36	*	*	*	*	*
<i>Subtotal</i>	<i>14,587</i>	<i>121,000</i>	<i>327,000</i>	<i>856,000</i>	<i>1,304,000</i>	<b><i>1,319,000</i></b>
<b>Light Truck</b>						
Drivers	7,737	57,000	144,000	326,000	527,000	<b>535,000</b>
Passengers	3,010	26,000	65,000	149,000	240,000	<b>243,000</b>
Unknown	17	*	1,000	*	1,000	<b>1,000</b>
<i>Subtotal</i>	<i>10,764</i>	<i>83,000</i>	<i>210,000</i>	<i>476,000</i>	<i>768,000</i>	<b><i>779,000</i></b>
<b>Large Truck</b>						
Drivers	578	3,000	6,000	10,000	19,000	<b>19,000</b>
Passengers	97	*	2,000	2,000	4,000	<b>4,000</b>
Unknown	2	*	*	*	*	*
<i>Subtotal</i>	<i>677</i>	<i>3,000</i>	<i>8,000</i>	<i>12,000</i>	<i>23,000</i>	<b><i>24,000</i></b>
<b>Bus</b>	67	1,000	3,000	11,000	15,000	<b>15,000</b>
<b>Other/Unknown</b>	594	3,000	5,000	2,000	9,000	<b>10,000</b>
<b>Subtotal**</b>	<b>26,689</b>	<b>211,000</b>	<b>553,000</b>	<b>1,356,000</b>	<b>2,120,000</b>	<b>2,146,000</b>
<b>Motorcycle</b>						
Riders	4,955	27,000	42,000	19,000	88,000	<b>93,000</b>
Passengers	332	3,000	4,000	1,000	8,000	<b>8,000</b>
<i>Subtotal</i>	<b><i>5,290</i></b>	<b><i>30,000</i></b>	<b><i>46,000</i></b>	<b><i>20,000</i></b>	<b><i>96,000</i></b>	<b><i>101,000</i></b>
<b>Total</b>	<b>31,979</b>	<b>241,000</b>	<b>599,000</b>	<b>1,376,000</b>	<b>2,216,000</b>	<b>2,248,000</b>

\*Less than 500.

\*\*Excluding motorcycles.

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**Table 68**  
**Vehicle Occupants Killed or Injured, by Sex and Vehicle Type**

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
<b>Occupants Killed</b>								
Male	9,038	7,776	640	32	489	17,975	4,819	<b>22,794</b>
Female	5,546	2,984	36	34	105	8,705	470	<b>9,175</b>
Unknown	3	4	1	1	0	9	1	<b>10</b>
<b>Total</b>	<b>14,587</b>	<b>10,764</b>	<b>677</b>	<b>67</b>	<b>594</b>	<b>26,689</b>	<b>5,290</b>	<b>31,979</b>
<b>Occupants Injured</b>								
Male	531,000	388,000	21,000	7,000	7,000	954,000	81,000	<b>1,035,000</b>
Female	773,000	380,000	2,000	8,000	2,000	1,166,000	15,000	<b>1,181,000</b>
<b>Total</b>	<b>1,304,000</b>	<b>768,000</b>	<b>23,000</b>	<b>15,000</b>	<b>9,000</b>	<b>2,120,000</b>	<b>96,000</b>	<b>2,216,000</b>

**Table 69**  
**Vehicle Occupants Killed or Injured, by Age and Vehicle Type**

Age (Years)	Vehicle Type						Subtotal	Motorcycles	Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown				
<b>Occupants Killed</b>									
<5	171	126	2	0	5	304	0	<b>304</b>	
5-9	127	134	4	4	15	284	3	<b>287</b>	
10-15	275	237	1	7	51	571	31	<b>602</b>	
16-20	2,530	1,148	6	7	81	3,772	375	<b>4,147</b>	
21-24	1,876	1,044	23	2	65	3,010	609	<b>3,619</b>	
25-34	2,488	1,918	110	5	106	4,627	1,084	<b>5,711</b>	
35-44	1,624	1,681	156	5	100	3,566	1,068	<b>4,634</b>	
45-54	1,585	1,657	184	7	58	3,491	1,177	<b>4,668</b>	
55-64	1,184	1,275	143	11	50	2,663	684	<b>3,347</b>	
65-74	973	790	37	12	33	1,845	203	<b>2,048</b>	
>74	1,732	736	11	7	30	2,516	54	<b>2,570</b>	
Unknown	22	18	0	0	0	40	2	<b>42</b>	
<b>Total</b>	<b>14,587</b>	<b>10,764</b>	<b>677</b>	<b>67</b>	<b>594</b>	<b>26,689</b>	<b>5,290</b>	<b>31,979</b>	
<b>Occupants Injured</b>									
<5	27,000	21,000	*	1,000	*	49,000	*	<b>49,000</b>	
5-9	26,000	24,000	1,000	1,000	*	52,000	*	<b>53,000</b>	
10-15	45,000	38,000	*	3,000	1,000	87,000	1,000	<b>88,000</b>	
16-20	233,000	94,000	*	2,000	2,000	332,000	9,000	<b>340,000</b>	
21-24	161,000	60,000	1,000	1,000	1,000	223,000	11,000	<b>234,000</b>	
25-34	248,000	143,000	5,000	1,000	2,000	398,000	20,000	<b>418,000</b>	
35-44	174,000	135,000	7,000	1,000	1,000	318,000	18,000	<b>337,000</b>	
45-54	163,000	125,000	6,000	2,000	1,000	297,000	22,000	<b>319,000</b>	
55-64	113,000	75,000	3,000	2,000	1,000	193,000	11,000	<b>204,000</b>	
65-74	60,000	36,000	1,000	*	*	97,000	3,000	<b>100,000</b>	
>74	54,000	18,000	*	1,000	*	73,000	*	<b>73,000</b>	
<b>Total</b>	<b>1,304,000</b>	<b>768,000</b>	<b>23,000</b>	<b>15,000</b>	<b>9,000</b>	<b>2,120,000</b>	<b>96,000</b>	<b>2,216,000</b>	

\*Less than 500.

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**Table 70**  
**Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex**

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>												
<5	0	—	0	—	0	—	168	55.3	136	44.7	304	100.0
5-9	7	77.8	2	22.2	9	100.0	158	56.8	120	43.2	278	100.0
10-15	77	74.8	26	25.2	103	100.0	263	52.7	235	47.1	499	100.0
16-20	1,967	73.3	715	26.6	2,684	100.0	875	59.8	588	40.2	1,463	100.0
21-24	2,230	81.6	503	18.4	2,733	100.0	596	67.3	290	32.7	886	100.0
25-34	3,736	82.0	822	18.0	4,558	100.0	725	62.9	428	37.1	1,153	100.0
35-44	3,028	78.7	819	21.3	3,847	100.0	410	52.1	377	47.9	787	100.0
45-54	3,023	77.1	898	22.9	3,921	100.0	318	42.6	429	57.4	747	100.0
55-64	2,191	77.0	652	22.9	2,845	100.0	192	38.2	310	61.8	502	100.0
65-74	1,179	72.1	456	27.9	1,635	100.0	136	32.9	277	67.1	413	100.0
>74	1,243	68.2	579	31.8	1,823	100.0	240	32.1	507	67.9	747	100.0
Unknown	13	76.5	1	5.9	17	100.0	19	76.0	5	20.0	25	100.0
<b>Total</b>	<b>18,694</b>	<b>77.3</b>	<b>5,473</b>	<b>22.6</b>	<b>*24,175</b>	<b>100.0</b>	<b>4,100</b>	<b>52.5</b>	<b>3,702</b>	<b>47.4</b>	<b>**7,804</b>	<b>100.0</b>
<b>Occupants Injured</b>												
<5	***	***	***	***	***	***	23,000	46.7	26,000	53.3	49,000	100.0
5-9	3,000	77.6	1,000	22.4	4,000	100.0	23,000	47.6	25,000	52.4	48,000	100.0
10-15	2,000	61.9	1,000	38.1	3,000	100.0	34,000	40.3	51,000	59.7	85,000	100.0
16-20	108,000	47.6	119,000	52.4	227,000	100.0	47,000	41.4	67,000	58.6	114,000	100.0
21-24	89,000	50.1	88,000	49.9	177,000	100.0	27,000	47.5	30,000	52.5	57,000	100.0
25-34	168,000	49.5	171,000	50.5	338,000	100.0	34,000	43.0	45,000	57.0	79,000	100.0
35-44	139,000	50.6	135,000	49.4	274,000	100.0	21,000	33.9	41,000	66.1	63,000	100.0
45-54	128,000	48.5	136,000	51.5	264,000	100.0	19,000	34.1	36,000	65.9	55,000	100.0
55-64	86,000	51.4	81,000	48.6	168,000	100.0	9,000	24.2	28,000	75.8	37,000	100.0
65-74	39,000	51.0	37,000	49.0	76,000	100.0	6,000	22.7	19,000	77.3	25,000	100.0
>74	25,000	48.8	26,000	51.2	52,000	100.0	6,000	25.2	16,000	74.8	22,000	100.0
<b>Total</b>	<b>786,000</b>	<b>49.7</b>	<b>796,000</b>	<b>50.3</b>	<b>1,583,000</b>	<b>100.0</b>	<b>248,000</b>	<b>39.2</b>	<b>385,000</b>	<b>60.8</b>	<b>633,000</b>	<b>100.0</b>

\*Includes 8 drivers of unknown sex.

\*\*Includes 2 passengers of unknown sex.

\*\*\*Less than 500 or less than 0.05 percent.

Note: Drivers include motorcycle riders; passengers include motorcycle passengers.

**Table 71**  
**Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event**

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent				
<b>Occupants Killed</b>										
Passenger Car	7,092	48.6	347	2.4	4,265	29.2	2,873	19.7	<b>14,587</b>	<b>100.0</b>
Light Truck	3,277	30.4	236	2.2	2,752	25.6	4,498	41.8	<b>10,764</b>	<b>100.0</b>
Large Truck	151	22.3	26	3.8	151	22.3	349	51.6	<b>677</b>	<b>100.0</b>
Bus	10	14.9	1	1.5	20	29.9	35	52.2	<b>67</b>	<b>100.0</b>
Other/Unknown	185	31.1	19	3.2	162	27.3	216	36.4	<b>594</b>	<b>100.0</b>
<i>Subtotal</i>	<i>10,715</i>	<i>40.1</i>	<i>629</i>	<i>2.4</i>	<i>7,350</i>	<i>27.5</i>	<i>7,971</i>	<i>29.9</i>	<b><i>26,689</i></b>	<b><i>100.0</i></b>
Motorcycle	2,499	47.2	221	4.2	1,420	26.8	1,144	21.6	<b>5,290</b>	<b>100.0</b>
<b>Total</b>	<b>13,214</b>	<b>41.3</b>	<b>850</b>	<b>2.7</b>	<b>8,770</b>	<b>27.4</b>	<b>9,115</b>	<b>28.5</b>	<b>*31,979</b>	<b>100.0</b>
<b>Occupants Injured</b>										
Passenger Car	1,027,000	78.8	28,000	2.1	190,000	14.6	59,000	4.5	<b>1,304,000</b>	<b>100.0</b>
Light Truck	545,000	70.9	14,000	1.9	113,000	14.8	96,000	12.5	<b>768,000</b>	<b>100.0</b>
Large Truck	11,000	49.7	2,000	6.6	3,000	11.8	7,000	31.9	<b>23,000</b>	<b>100.0</b>
Bus	15,000	96.9	**	0.4	**	0.8	**	1.9	<b>15,000</b>	<b>100.0</b>
Other/Unknown	3,000	34.1	**	4.8	3,000	27.7	3,000	33.4	<b>9,000</b>	<b>100.0</b>
<i>Subtotal</i>	<i>1,601,000</i>	<i>75.5</i>	<i>44,000</i>	<i>2.1</i>	<i>309,000</i>	<i>14.6</i>	<i>166,000</i>	<i>7.8</i>	<b><i>2,120,000</i></b>	<b><i>100.0</i></b>
Motorcycle	40,000	41.3	4,000	4.6	11,000	11.1	41,000	42.9	<b>96,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,641,000</b>	<b>74.1</b>	<b>48,000</b>	<b>2.2</b>	<b>320,000</b>	<b>14.4</b>	<b>207,000</b>	<b>9.3</b>	<b>2,216,000</b>	<b>100.0</b>

\*Includes 30 fatalities with unknown most harmful event.

\*\*Less than 500.

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**Table 72**  
**Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type**

Initial Point of Impact	Vehicle Type						Subtotal	Motorcycles	Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/Unknown				
<b>Occupants Killed</b>									
Front	7,879	5,934	430	25	304	14,572	3,592	<b>18,164</b>	
Left Side	2,363	1,132	39	3	43	3,580	345	<b>3,925</b>	
Right Side	2,228	1,069	42	15	39	3,393	346	<b>3,739</b>	
Rear	797	489	20	2	42	1,350	194	<b>1,544</b>	
Other	508	419	32	3	11	973	166	<b>1,139</b>	
Noncollision	544	1,436	95	19	123	2,217	405	<b>2,622</b>	
Unknown	268	285	19	0	32	604	242	<b>846</b>	
<b>Total</b>	<b>14,587</b>	<b>10,764</b>	<b>677</b>	<b>67</b>	<b>594</b>	<b>26,689</b>	<b>5,290</b>	<b>31,979</b>	
<b>Occupants Injured</b>									
Front	595,000	336,000	9,000	6,000	4,000	950,000	37,000	<b>988,000</b>	
Left Side	198,000	109,000	3,000	2,000	1,000	313,000	10,000	<b>323,000</b>	
Right Side	171,000	99,000	3,000	3,000	1,000	276,000	9,000	<b>285,000</b>	
Rear	310,000	173,000	2,000	4,000	1,000	491,000	5,000	<b>497,000</b>	
Other	7,000	3,000	*	*	*	10,000	1,000	<b>11,000</b>	
Noncollision	23,000	48,000	5,000	*	2,000	79,000	34,000	<b>113,000</b>	
<b>Total</b>	<b>1,304,000</b>	<b>768,000</b>	<b>23,000</b>	<b>15,000</b>	<b>9,000</b>	<b>2,120,000</b>	<b>96,000</b>	<b>2,216,000</b>	

\*Less than 500.

**Table 73**

**Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection**

Vehicle Type	Ejected*		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
Passenger Car	2,911	20.0	11,629	79.7	47	0.3	<b>14,587</b>	<b>100.0</b>
Light Truck	4,004	37.2	6,719	62.4	41	0.4	<b>10,764</b>	<b>100.0</b>
Large Truck	167	24.7	506	74.7	4	0.6	<b>677</b>	<b>100.0</b>
Bus	22	32.8	45	67.2	0	0.0	<b>67</b>	<b>100.0</b>
Other/Unknown	254	42.8	322	54.2	18	3.0	<b>594</b>	<b>100.0</b>
<b>Total**</b>	<b>7,358</b>	<b>27.6</b>	<b>19,221</b>	<b>72.0</b>	<b>110</b>	<b>0.4</b>	<b>26,689</b>	<b>100.0</b>
<b>Occupants Injured</b>								
Passenger Car	4,000	0.3	1,300,000	99.7	****	****	<b>1,304,000</b>	<b>100.0</b>
Light Truck	6,000	0.8	762,000	99.2	****	****	<b>768,000</b>	<b>100.0</b>
Large Truck	1,000	2.2	22,000	97.8	****	****	<b>23,000</b>	<b>100.0</b>
Bus	***	***	15,000	100.0	****	****	<b>15,000</b>	<b>100.0</b>
Other/Unknown	2,000	24.0	7,000	76.0	****	****	<b>9,000</b>	<b>100.0</b>
<b>Total**</b>	<b>13,000</b>	<b>0.6</b>	<b>2,107,000</b>	<b>99.4</b>	<b>****</b>	<b>****</b>	<b>2,120,000</b>	<b>100.0</b>

\*Includes total and partial ejection.

\*\*Excludes motorcyclists.

\*\*\*Less than 500.

\*\*\*\*Not applicable.

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**Table 74**  
**Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved**

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	1,913
Passenger Car	3,103	Light Truck	725	3,828
Passenger Car	1,257	Large Truck	24	1,281
Passenger Car	25	Motorcycle	1,031	1,056
Passenger Car	72	Bus	3	75
Passenger Car	55	Other/Unknown	52	107
Light Truck	—	Light Truck	—	1,416
Light Truck	1,023	Large Truck	36	1,059
Light Truck	12	Motorcycle	1,154	1,166
Light Truck	35	Bus	2	37
Light Truck	33	Other/Unknown	84	117
Large Truck	—	Large Truck	—	124
Large Truck	0	Motorcycle	207	207
Large Truck	0	Bus	2	2
Large Truck	4	Other/Unknown	21	25
Motorcycle	—	Motorcycle	—	92
Motorcycle	13	Bus	0	13
Motorcycle	37	Other/Unknown	4	41
Other/Unknown	—	Other/Unknown	—	35
<b>Total Occupants Killed</b> .....				<b>12,594</b>
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	489,000
Passenger Car	347,000	Light Truck	229,000	576,000
Passenger Car	28,000	Large Truck	5,000	33,000
Passenger Car	2,000	Motorcycle	21,000	22,000
Passenger Car	3,000	Bus	8,000	11,000
Passenger Car	1,000	Other/Unknown	2,000	3,000
Light Truck	—	Light Truck	—	226,000
Light Truck	19,000	Large Truck	3,000	22,000
Light Truck	1,000	Motorcycle	18,000	19,000
Light Truck	3,000	Bus	5,000	7,000
Light Truck	1,000	Other/Unknown	1,000	1,000
Large Truck	—	Large Truck	—	3,000
<b>Total Occupants Injured</b> .....				<b>1,415,000</b>

**Table 75**  
**Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type**

Body Type	Occupants Involved		Occupants Killed		Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%		No.	%	No.	%
<b>Passenger Cars</b>	<b>32,558</b>	<b>41.7</b>	<b>14,587</b>	<b>45.6</b>	<b>Large Trucks</b>	<b>4,658</b>	<b>6.0</b>	<b>677</b>	<b>2.1</b>
Convertible	623	0.8	292	0.9	Step Van	35	*	9	*
2 Door Sedan, Hardtop, Coupe	5,191	6.6	2,613	8.2	Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	271	0.3	46	0.1
3 Door/2 Door Hatchback	1,244	1.6	631	2.0	Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	260	0.3	28	0.1
4 Door Sedan Hardtop	23,162	29.7	10,141	31.7	Single Unit Heavy Truck (GVWR > 26,000 lb)	818	1.0	119	0.4
5 Door/4 Door Hatchback	471	0.6	203	0.6	Single Unit Truck, Unknown GVWR	8	*	2	*
Station Wagon	1,523	2.0	583	1.8	Truck Tractor	3,084	4.0	439	1.4
Hatchback, Doors Unknown	14	*	5	*	Medium/Heavy Pickup (Ford Super Duty 450/550)	158	0.2	29	0.1
Other Auto	35	*	17	0.1	Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	4	*	2	*
Unknown Auto	262	0.3	91	0.3	Unknown Heavy Truck (GVWR > 26,000 lb)	4	*	2	*
Auto-Based Pickup	30	*	11	*	Unknown Large Truck Type	16	*	1	*
Auto-Based Panel Truck	3	*	0	0.0	<b>Motorcycles</b>	<b>6,043</b>	<b>7.7</b>	<b>5,290</b>	<b>16.5</b>
<b>Light Trucks</b>	<b>32,395</b>	<b>41.5</b>	<b>10,764</b>	<b>33.7</b>	Motorcycle	5,765	7.4	5,040	15.8
Compact Utility	9,343	12.0	3,237	10.1	Moped	88	0.1	81	0.3
Large Utility	3,094	4.0	787	2.5	Three Wheel Motorcycle or Moped	12	*	9	*
Utility Station Wagon	632	0.8	160	0.5	Off-Road Motorcycle (Two Wheel)	65	0.1	55	0.2
Utility, Unknown Body Type	13	*	2	*	Other Motorcycle/Minibike	95	0.1	88	0.3
Minivan	4,135	5.3	1,172	3.7	Unknown Motorcycle	18	*	17	0.1
Large Van	1,609	2.1	313	1.0	<b>Buses**</b>	<b>845</b>	<b>1.1</b>	<b>67</b>	<b>0.2</b>
Step Van	36	*	4	*	School Bus	336	0.4	14	*
Other Van Type	2	*	0	0.0	Cross Country/Intercity Bus	90	0.1	13	*
Unknown Van Type	11	*	2	*	Transit Bus	325	0.4	23	0.1
Compact Pickup	3,545	4.5	1,701	5.3	Other Bus	71	0.1	16	0.1
Standard Pickup	9,827	12.6	3,342	10.5	Unknown Bus	23	*	1	*
Pickup with Camper	38	*	14	*	<b>Other Vehicles</b>	<b>852</b>	<b>1.1</b>	<b>520</b>	<b>1.6</b>
Unknown Pickup Style Truck	57	0.1	16	0.1	Large Limousine	22	*	5	*
Cab Chassis-Based Light Truck	43	0.1	12	*	Three Wheel Auto or Auto Derivative	3	*	1	*
Truck-Based Panel Truck	1	*	1	*	Light Truck-Based Motorhome	4	*	1	*
Unknown Light Truck Type (Not Pickup)	1	*	0	0.0	Medium/Heavy Truck-Based Motorhome	53	0.1	4	*
Unknown Light Vehicle Type	8	*	1	*	Unknown Truck Camper/Motorhome	50	0.1	6	*
					All Terrain Vehicle	502	0.6	375	1.2
					Snowmobile	55	0.1	44	0.1
					Farm Equipment Except Trucks	90	0.1	39	0.1
					Construction Equipment Except Trucks	7	*	2	*
					Other Vehicle	66	0.1	43	0.1
					<b>Unknown Body Type</b>	<b>715</b>	<b>0.9</b>	<b>74</b>	<b>0.2</b>
					<b>Total</b>	<b>78,066</b>	<b>100.0</b>	<b>31,979</b>	<b>100.0</b>

\*Less than 0.05 percent.

\*\*Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.

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**Table 76**

**Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size**

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	475	1.5	269	1.8	56.6
Subcompact (95 to 99 inches)	3,206	9.8	1,653	11.3	51.6
Compact (100 to 104 inches)	10,091	31.0	4,737	32.5	46.9
Intermediate (105 to 109 inches)	10,807	33.2	4,692	32.2	43.4
Full Size (110 to 114 inches)	5,191	15.9	2,170	14.9	41.8
Largest Size (115 inches and over)	1,959	6.0	740	5.1	37.8
Unknown	829	2.5	326	2.2	39.3
<b>Total</b>	<b>32,558</b>	<b>100.0</b>	<b>14,587</b>	<b>100.0</b>	<b>44.8</b>

**Table 77**  
**Persons Killed and Alcohol-Impaired Driving Fatalities, by Person Type**

Person Type	Total Killed	Alcohol-Impaired Driving Fatalities*	
		Number	Percent
<b>Vehicle Occupants</b>			
Driver	19,220	7,181	37
Passenger	7,397	2,167	29
Unknown Occupant	72	1	1
<i>Subtotal</i>	26,689	9,349	35
<b>Motorcyclists</b>	5,290	1,733	33
<b>Nonoccupants</b>			
Pedestrian	4,378	582	13
Pedalcyclist	716	80	11
Other/Unknown	188	29	15
<i>Subtotal</i>	5,282	692	13
<b>Total</b>	<b>37,261</b>	<b>11,773</b>	<b>32</b>

\*Fatalities in crashes involving a driver or motorcycle rider with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

## Chapter 4 ■ People

**Table 78**

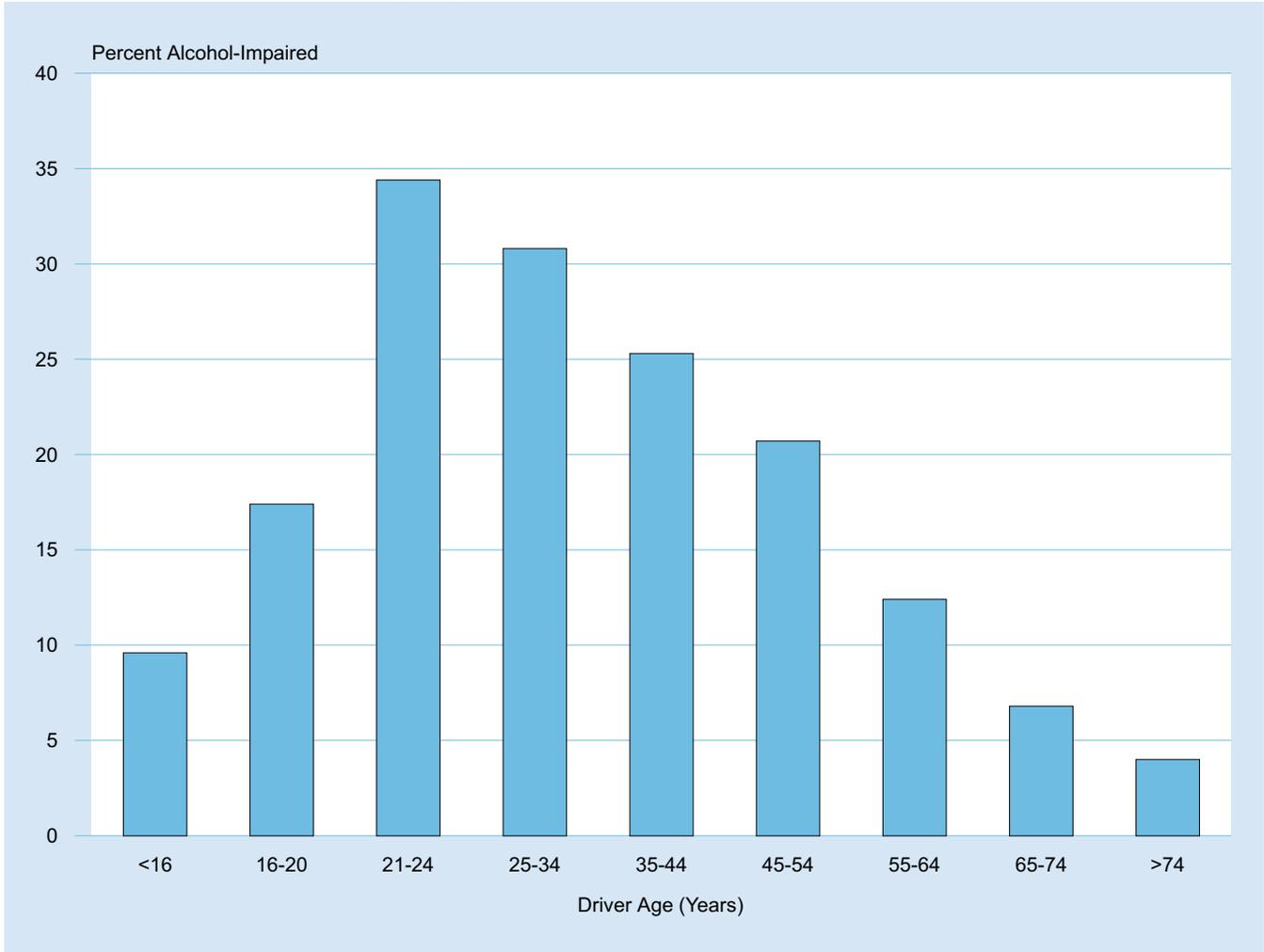
**Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)**

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	187	88	5	2	21	10	26	12	<b>213</b>	<b>100</b>
16-20	4,444	78	289	5	996	17	1,285	22	<b>5,729</b>	<b>100</b>
21-24	3,181	60	302	6	1,829	34	2,131	40	<b>5,312</b>	<b>100</b>
25-34	6,261	64	488	5	2,997	31	3,484	36	<b>9,745</b>	<b>100</b>
35-44	6,214	71	327	4	2,221	25	2,549	29	<b>8,762</b>	<b>100</b>
45-54	6,284	76	305	4	1,724	21	2,029	24	<b>8,313</b>	<b>100</b>
55-64	4,800	84	188	3	708	12	895	16	<b>5,695</b>	<b>100</b>
65-74	2,647	91	68	2	198	7	266	9	<b>2,913</b>	<b>100</b>
>74	2,494	94	56	2	106	4	162	6	<b>2,656</b>	<b>100</b>
Unknown	645	76	56	7	148	17	203	24	<b>848</b>	<b>100</b>
<b>Total</b>	<b>37,157</b>	<b>74</b>	<b>2,083</b>	<b>4</b>	<b>10,946</b>	<b>22</b>	<b>13,029</b>	<b>26</b>	<b>50,186</b>	<b>100</b>

\*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 26**  
**Percent Alcohol Impairment (BAC .08 or Higher) for Drivers and Motorcycle Riders Involved in Fatal Crashes, by Age**



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**Table 79**

**Drivers and Motorcycle Riders Killed in Crashes, by Time of Day, Day of Week, Age, Alcohol Impairment, and Crash Type**

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
<b>Single-Vehicle Crashes</b>				
<b>Daytime</b>	<b>558</b>	<b>12</b>	<b>4,709</b>	<b>25</b>
Weekday	368	9	3,077	20
Weekend	190	19	1,632	33
<b>Nighttime</b>	<b>1,097</b>	<b>45</b>	<b>6,412</b>	<b>67</b>
Weekday	479	40	2,793	60
Weekend	618	48	3,619	72
<b>Multiple-Vehicle Crashes</b>				
<b>Daytime</b>	<b>619</b>	<b>4</b>	<b>6,284</b>	<b>8</b>
Weekday	466	4	4,765	6
Weekend	153	6	1,519	12
<b>Nighttime</b>	<b>491</b>	<b>20</b>	<b>3,772</b>	<b>35</b>
Weekday	232	15	1,873	29
Weekend	259	23	1,899	40

\*Highest blood alcohol concentration (BAC) among drivers or motorcycle riders involved in the crash was .08 grams per deciliter (g/dL) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 80**

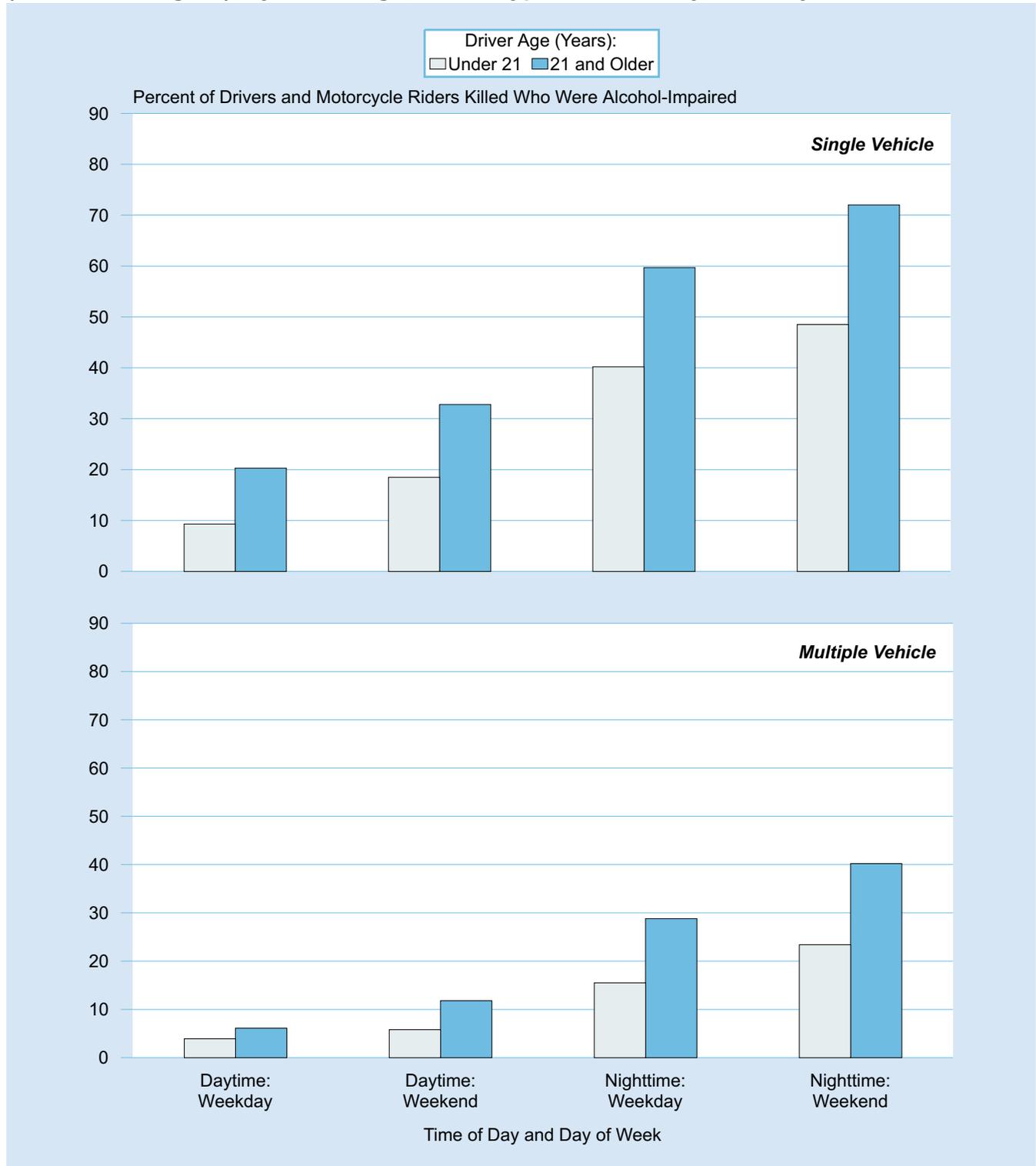
**Drivers and Motorcycle Riders Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)**

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	95	85	3	3	14	13	17	15	112	100
16-20	1,858	69	142	5	684	25	826	31	2,684	100
21-24	1,283	47	152	6	1,298	47	1,450	53	2,733	100
25-34	2,161	47	266	6	2,131	47	2,397	53	4,558	100
35-44	1,993	52	189	5	1,665	43	1,854	48	3,847	100
45-54	2,346	60	196	5	1,380	35	1,575	40	3,921	100
55-64	2,126	75	130	5	589	21	719	25	2,845	100
65-74	1,416	87	55	3	163	10	219	13	1,635	100
>74	1,684	92	46	2	94	5	140	8	1,823	100
Unknown	7	39	1	4	10	57	10	61	17	100
<b>Total</b>	<b>14,969</b>	<b>62</b>	<b>1,179</b>	<b>5</b>	<b>8,027</b>	<b>33</b>	<b>9,206</b>	<b>38</b>	<b>24,175</b>	<b>100</b>

\*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 27**  
**Percent of Drivers and Motorcycle Riders Killed Who Were Alcohol-Impaired (BAC .08 or Higher), by Driver Age, Crash Type, Time of Day, and Day of Week**



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**Table 81**

**Drivers and Motorcycle Riders Involved in Fatal Crashes, by Vehicle Type and Driver's Blood Alcohol Concentration (BAC)**

Vehicle Type	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	14,694	72	899	4	4,692	23	5,590	28	<b>20,284</b>	<b>100</b>
Light Truck	14,025	74	657	3	4,307	23	4,964	26	<b>18,989</b>	<b>100</b>
Large Truck	3,900	97	50	1	68	2	118	3	<b>4,017</b>	<b>100</b>
Bus	244	99	1	0	2	1	3	1	<b>247</b>	<b>100</b>
Other/Unknown	854	67	98	8	314	25	412	33	<b>1,266</b>	<b>100</b>
<i>Subtotal</i>	<b>33,716</b>	<b>75</b>	<b>1,705</b>	<b>4</b>	<b>9,383</b>	<b>21</b>	<b>11,087</b>	<b>25</b>	<b>44,803</b>	<b>100</b>
Motorcycle	3,441	64	378	7	1,564	29	1,942	36	<b>5,383</b>	<b>100</b>
<b>Total</b>	<b>37,157</b>	<b>74</b>	<b>2,083</b>	<b>4</b>	<b>10,946</b>	<b>22</b>	<b>13,029</b>	<b>26</b>	<b>50,186</b>	<b>100</b>

\*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 82**  
**Persons Killed, by Age and Highest Driver Blood Alcohol Concentration (BAC) in the Crash**

Age (Years)	Highest Driver BAC in Crash								Total	
	.00		.01-.07		.08 or Higher*		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	319	78	22	5	69	17	91	22	411	100
5-9	314	79	20	5	60	15	80	20	396	100
10-15	652	79	38	5	135	16	173	21	826	100
16-20	2,928	65	308	7	1,246	28	1,554	35	4,497	100
21-24	1,835	47	270	7	1,816	46	2,086	53	3,940	100
25-34	3,034	48	413	6	2,909	46	3,322	52	6,379	100
35-44	2,872	53	304	6	2,227	41	2,531	47	5,414	100
45-54	3,554	62	308	5	1,881	33	2,188	38	5,750	100
55-64	2,972	74	212	5	846	21	1,058	26	4,036	100
65-74	2,043	83	89	4	325	13	414	17	2,464	100
>74	2,748	90	85	3	233	8	317	10	3,069	100
Unknown	48	60	3	4	27	34	30	38	79	100
<b>Total</b>	<b>23,317</b>	<b>63</b>	<b>2,072</b>	<b>6</b>	<b>11,773</b>	<b>32</b>	<b>13,846</b>	<b>37</b>	<b>37,261</b>	<b>100</b>

\*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 83**  
**Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)**

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08 or Higher*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	2,230	52	92	2	268	6	2,590	60
.01-.07	141	3	8	0	26	1	174	4
.08 or Higher	1,203	28	87	2	251	6	1,542	36
<b>Total**</b>	<b>3,574</b>	<b>83</b>	<b>187</b>	<b>4</b>	<b>545</b>	<b>13</b>	<b>4,306</b>	<b>100</b>

\*BAC of .08 g/dL or higher indicates alcohol-impaired driving.

\*\*Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit and run crashes.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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**Table 84**  
**Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity**

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Drivers in Fatal Crashes</b>								
Passenger Car	12,838	63.3	5,774	28.5	1,672	8.2	<b>20,284</b>	<b>100.0</b>
Light Truck	11,651	61.4	5,948	31.3	1,390	7.3	<b>18,989</b>	<b>100.0</b>
Large Truck	3,267	81.3	456	11.4	294	7.3	<b>4,017</b>	<b>100.0</b>
Bus	218	88.3	11	4.5	18	7.3	<b>247</b>	<b>100.0</b>
Other/Unknown	165	13.0	496	39.2	605	47.8	<b>1,266</b>	<b>100.0</b>
<b>Total*</b>	<b>28,139</b>	<b>62.8</b>	<b>12,685</b>	<b>28.3</b>	<b>3,979</b>	<b>8.9</b>	<b>44,803</b>	<b>100.0</b>
<b>Drivers in Injury Crashes</b>								
Passenger Car	1,413,000	87.1	64,000	3.9	145,000	9.0	<b>1,622,000</b>	<b>100.0</b>
Light Truck	956,000	87.5	41,000	3.8	96,000	8.8	<b>1,094,000</b>	<b>100.0</b>
Large Truck	52,000	79.1	4,000	6.2	10,000	14.7	<b>65,000</b>	<b>100.0</b>
Bus	9,000	84.6	**	1.3	2,000	14.0	<b>11,000</b>	<b>100.0</b>
Other/Unknown	2,000	26.2	5,000	62.0	1,000	11.8	<b>8,000</b>	<b>100.0</b>
<b>Total*</b>	<b>2,432,000</b>	<b>86.9</b>	<b>114,000</b>	<b>4.1</b>	<b>253,000</b>	<b>9.1</b>	<b>2,800,000</b>	<b>100.0</b>
<b>Drivers in Property-Damage-Only Crashes</b>								
Passenger Car	3,395,000	86.6	59,000	1.5	464,000	11.9	<b>3,918,000</b>	<b>100.0</b>
Light Truck	2,467,000	86.9	36,000	1.3	337,000	11.9	<b>2,840,000</b>	<b>100.0</b>
Large Truck	216,000	70.4	6,000	1.9	85,000	27.7	<b>306,000</b>	<b>100.0</b>
Bus	43,000	87.6	1,000	2.3	5,000	10.1	<b>49,000</b>	<b>100.0</b>
Other/Unknown	6,000	56.1	2,000	21.6	2,000	22.3	<b>10,000</b>	<b>100.0</b>
<b>Total*</b>	<b>6,126,000</b>	<b>86.0</b>	<b>104,000</b>	<b>1.5</b>	<b>894,000</b>	<b>12.5</b>	<b>7,123,000</b>	<b>100.0</b>
<b>Drivers in All Crashes</b>								
Passenger Car	4,820,000	86.7	129,000	2.3	611,000	11.0	<b>5,560,000</b>	<b>100.0</b>
Light Truck	3,435,000	86.9	83,000	2.1	435,000	11.0	<b>3,953,000</b>	<b>100.0</b>
Large Truck	271,000	72.1	10,000	2.7	95,000	25.2	<b>375,000</b>	<b>100.0</b>
Bus	52,000	87.1	1,000	2.1	6,000	10.8	<b>60,000</b>	<b>100.0</b>
Other/Unknown	8,000	40.7	8,000	39.8	4,000	19.5	<b>19,000</b>	<b>100.0</b>
<b>Total*</b>	<b>8,586,000</b>	<b>86.1</b>	<b>231,000</b>	<b>2.3</b>	<b>1,151,000</b>	<b>11.5</b>	<b>9,968,000</b>	<b>100.0</b>

\*Excludes motorcycle riders.

\*\*Less than 500.

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 85**  
**Passenger Car and Light Truck Occupants Killed or Injured, by Age and Restraint Use**

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Occupants Killed</b>								
<5	189	63.6	93	31.3	15	5.1	<b>297</b>	<b>100.0</b>
5-9	138	52.9	102	39.1	21	8.0	<b>261</b>	<b>100.0</b>
10-15	159	31.1	310	60.5	43	8.4	<b>512</b>	<b>100.0</b>
16-20	1,360	37.0	2,014	54.8	304	8.3	<b>3,678</b>	<b>100.0</b>
21-24	946	32.4	1,727	59.1	247	8.5	<b>2,920</b>	<b>100.0</b>
25-34	1,402	31.8	2,674	60.7	330	7.5	<b>4,406</b>	<b>100.0</b>
35-44	1,157	35.0	1,898	57.4	250	7.6	<b>3,305</b>	<b>100.0</b>
45-54	1,349	41.6	1,703	52.5	190	5.9	<b>3,242</b>	<b>100.0</b>
55-64	1,285	52.3	1,023	41.6	151	6.1	<b>2,459</b>	<b>100.0</b>
65-74	1,057	60.0	606	34.4	100	5.7	<b>1,763</b>	<b>100.0</b>
>74	1,592	64.5	700	28.4	176	7.1	<b>2,468</b>	<b>100.0</b>
Unknown	8	20.0	15	37.5	17	42.5	<b>40</b>	<b>100.0</b>
<b>Total</b>	<b>10,642</b>	<b>42.0</b>	<b>12,865</b>	<b>50.7</b>	<b>1,844</b>	<b>7.3</b>	<b>25,351</b>	<b>100.0</b>
<b>Occupants Injured</b>								
<5	43,000	88.7	3,000	5.6	3,000	5.7	<b>48,000</b>	<b>100.0</b>
5-9	40,000	78.4	3,000	6.8	7,000	14.8	<b>51,000</b>	<b>100.0</b>
10-15	68,000	82.3	9,000	10.9	6,000	6.8	<b>83,000</b>	<b>100.0</b>
16-20	269,000	82.3	34,000	10.5	24,000	7.2	<b>327,000</b>	<b>100.0</b>
21-24	180,000	81.8	21,000	9.3	20,000	8.9	<b>221,000</b>	<b>100.0</b>
25-34	326,000	83.5	28,000	7.2	37,000	9.4	<b>391,000</b>	<b>100.0</b>
35-44	273,000	88.2	16,000	5.2	20,000	6.5	<b>309,000</b>	<b>100.0</b>
45-54	259,000	90.0	13,000	4.5	16,000	5.5	<b>288,000</b>	<b>100.0</b>
55-64	171,000	90.9	8,000	4.2	9,000	4.9	<b>188,000</b>	<b>100.0</b>
65-74	88,000	91.8	4,000	4.1	4,000	4.1	<b>96,000</b>	<b>100.0</b>
>74	67,000	93.8	2,000	3.1	2,000	3.1	<b>72,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,784,000</b>	<b>86.1</b>	<b>141,000</b>	<b>6.8</b>	<b>147,000</b>	<b>7.1</b>	<b>2,072,000</b>	<b>100.0</b>

Note: Restraint use is determined by police and may be overreported for survivors.

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**Table 86**  
**Passenger Car and Light Truck Occupant Survivors of Fatal Crashes,**  
**by Age and Restraint Use**

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,362	84.8	187	11.6	57	3.5	<b>1,606</b>	<b>100.0</b>
5-9	1,098	72.8	294	19.5	116	7.7	<b>1,508</b>	<b>100.0</b>
10-15	1,483	66.7	555	25.0	184	8.3	<b>2,222</b>	<b>100.0</b>
16-20	4,054	62.5	1,887	29.1	543	8.4	<b>6,484</b>	<b>100.0</b>
21-24	2,825	64.5	1,143	26.1	413	9.4	<b>4,381</b>	<b>100.0</b>
25-34	4,847	69.4	1,473	21.1	667	9.5	<b>6,987</b>	<b>100.0</b>
35-44	4,064	76.6	840	15.8	403	7.6	<b>5,307</b>	<b>100.0</b>
45-54	3,518	81.5	522	12.1	278	6.4	<b>4,318</b>	<b>100.0</b>
55-64	2,590	86.7	225	7.5	174	5.8	<b>2,989</b>	<b>100.0</b>
65-74	1,403	86.4	149	9.2	71	4.4	<b>1,623</b>	<b>100.0</b>
>74	1,072	85.9	108	8.7	68	5.4	<b>1,248</b>	<b>100.0</b>
Unknown	292	31.4	137	14.7	500	53.8	<b>929</b>	<b>100.0</b>
<b>Total</b>	<b>28,608</b>	<b>72.2</b>	<b>7,520</b>	<b>19.0</b>	<b>3,474</b>	<b>8.8</b>	<b>39,602</b>	<b>100.0</b>

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 87**  
**Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use**

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Passenger Car Occupants Killed</b>								
<b>Front Seat</b>	<b>6,522</b>	<b>49.5</b>	<b>5,703</b>	<b>43.3</b>	<b>960</b>	<b>7.3</b>	<b>13,185</b>	<b>100.0</b>
Left	5,051	48.5	4,595	44.1	764	7.3	10,410	100.0
Middle	4	21.1	13	68.4	2	10.5	19	100.0
Right	1,467	53.4	1,089	39.6	193	7.0	2,749	100.0
Other/Unknown	0	0.0	6	85.7	1	14.3	7	100.0
<b>Second Seat</b>	<b>425</b>	<b>34.2</b>	<b>707</b>	<b>56.9</b>	<b>111</b>	<b>8.9</b>	<b>1,243</b>	<b>100.0</b>
Left	180	37.7	256	53.7	41	8.6	477	100.0
Middle	45	28.7	100	63.7	12	7.6	157	100.0
Right	198	33.3	339	57.1	57	9.6	594	100.0
Other/Unknown	2	13.3	12	80.0	1	6.7	15	100.0
<b>Other</b>	<b>1</b>	<b>3.4</b>	<b>27</b>	<b>93.1</b>	<b>1</b>	<b>3.4</b>	<b>29</b>	<b>100.0</b>
<b>Unknown</b>	<b>2</b>	<b>1.5</b>	<b>87</b>	<b>66.9</b>	<b>41</b>	<b>31.5</b>	<b>130</b>	<b>100.0</b>
<b>Total</b>	<b>6,950</b>	<b>47.6</b>	<b>6,524</b>	<b>44.7</b>	<b>1,113</b>	<b>7.6</b>	<b>14,587</b>	<b>100.0</b>
<b>Passenger Car Occupants Injured</b>								
<b>Front Seat</b>	<b>1,024,000</b>	<b>86.9</b>	<b>69,000</b>	<b>5.8</b>	<b>85,000</b>	<b>7.2</b>	<b>1,178,000</b>	<b>100.0</b>
Left	819,000	87.1	51,000	5.5	70,000	7.4	939,000	100.0
Middle	2,000	72.5	*	0.6	1,000	26.9	3,000	100.0
Right	204,000	86.3	17,000	7.3	15,000	6.3	236,000	100.0
<b>Second Seat</b>	<b>97,000</b>	<b>79.2</b>	<b>16,000</b>	<b>13.2</b>	<b>9,000</b>	<b>7.6</b>	<b>122,000</b>	<b>100.0</b>
Left	37,000	79.6	6,000	13.9	3,000	6.5	46,000	100.0
Middle	11,000	76.9	2,000	15.3	1,000	7.8	15,000	100.0
Right	48,000	79.5	7,000	12.1	5,000	8.4	61,000	100.0
<b>Other</b>	<b>2,000</b>	<b>53.1</b>	<b>1,000</b>	<b>15.5</b>	<b>1,000</b>	<b>31.4</b>	<b>4,000</b>	<b>100.0</b>
<b>Total</b>	<b>1,123,000</b>	<b>86.1</b>	<b>85,000</b>	<b>6.5</b>	<b>96,000</b>	<b>7.3</b>	<b>1,304,000</b>	<b>100.0</b>

Note: Restraint use is determined by police and may be overreported for survivors.

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**Table 88**  
**Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use**

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Light Truck Occupants Killed</b>								
<b>Front Seat</b>	<b>3,399</b>	<b>35.6</b>	<b>5,519</b>	<b>57.8</b>	<b>636</b>	<b>6.7</b>	<b>9,554</b>	<b>100.0</b>
Left	2,683	34.7	4,522	58.5	531	6.9	7,736	100.0
Middle	9	12.9	53	75.7	8	11.4	70	100.0
Right	706	40.5	939	53.9	97	5.6	1,742	100.0
Other/Unknown	1	16.7	5	83.3	0	0.0	6	100.0
<b>Second Seat</b>	<b>255</b>	<b>30.8</b>	<b>529</b>	<b>63.8</b>	<b>45</b>	<b>5.4</b>	<b>829</b>	<b>100.0</b>
Left	110	36.2	183	60.2	11	3.6	304	100.0
Middle	29	22.0	99	75.0	4	3.0	132	100.0
Right	116	31.2	228	61.3	28	7.5	372	100.0
Other/Unknown	0	0.0	19	90.5	2	9.5	21	100.0
<b>Other</b>	<b>29</b>	<b>11.5</b>	<b>209</b>	<b>82.6</b>	<b>15</b>	<b>5.9</b>	<b>253</b>	<b>100.0</b>
<b>Unknown</b>	<b>9</b>	<b>7.0</b>	<b>84</b>	<b>65.6</b>	<b>35</b>	<b>27.3</b>	<b>128</b>	<b>100.0</b>
<b>Total</b>	<b>3,692</b>	<b>34.3</b>	<b>6,341</b>	<b>58.9</b>	<b>731</b>	<b>6.8</b>	<b>10,764</b>	<b>100.0</b>
<b>Light Truck Occupants Injured</b>								
<b>Front Seat</b>	<b>587,000</b>	<b>86.9</b>	<b>43,000</b>	<b>6.4</b>	<b>45,000</b>	<b>6.6</b>	<b>675,000</b>	<b>100.0</b>
Left	459,000	87.1	31,000	5.8	37,000	7.1	527,000	100.0
Middle	3,000	65.4	2,000	29.8	*	4.8	5,000	100.0
Right	124,000	87.1	11,000	7.8	7,000	5.1	143,000	100.0
<b>Second Seat</b>	<b>65,000</b>	<b>84.4</b>	<b>8,000</b>	<b>10.5</b>	<b>4,000</b>	<b>5.1</b>	<b>77,000</b>	<b>100.0</b>
Left	25,000	86.1	3,000	9.5	1,000	4.4	29,000	100.0
Middle	10,000	84.6	1,000	10.3	1,000	5.1	12,000	100.0
Right	29,000	83.0	4,000	11.4	2,000	5.6	35,000	100.0
<b>Other</b>	<b>9,000</b>	<b>56.5</b>	<b>4,000</b>	<b>27.3</b>	<b>3,000</b>	<b>16.2</b>	<b>16,000</b>	<b>100.0</b>
<b>Total</b>	<b>661,000</b>	<b>86.0</b>	<b>56,000</b>	<b>7.3</b>	<b>51,000</b>	<b>6.7</b>	<b>768,000</b>	<b>100.0</b>

\*Less than 500.

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 89**  
**Passenger Car and Light Truck Occupants Killed or Injured,**  
**by Restraint Use and Type of Restraint**

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
<b>Occupants Killed</b>				
Restraint Used				
Lap/Shoulder Belt	2,927	20.1	1,838	17.1
Lap Belt	82	0.6	47	0.4
Shoulder Belt	88	0.6	9	0.1
Child Safety Seat	94	0.6	62	0.6
Type Unknown	9	0.1	14	0.1
Restraint Used, Airbag Deployed	3,699	25.4	1,667	15.5
Seat Belt Used Improperly	29	0.2	38	0.4
Child Safety Seat Used Improperly	22	0.2	17	0.2
<i>Subtotal</i>	<i>6,950</i>	<i>47.6</i>	<i>3,692</i>	<i>34.3</i>
No Restraint Used	3,602	24.7	4,627	43.0
No Restraint Used, Airbag Deployed	2,922	20.0	1,714	15.9
Restraint Use Unknown	1,113	7.6	731	6.8
<b>Total</b>	<b>14,587</b>	<b>100.0</b>	<b>10,764</b>	<b>100.0</b>
<b>Occupants Injured</b>				
Restraint Used				
Lap/Shoulder Belt	743,000	57.0	479,000	62.4
Lap Belt	15,000	1.2	13,000	1.6
Shoulder Belt	6,000	0.4	3,000	0.4
Child Safety Seat	22,000	1.7	17,000	2.2
Type Unknown	21,000	1.6	14,000	1.8
Restraint Used, Airbag Deployed	316,000	24.2	136,000	17.7
<i>Subtotal</i>	<i>1,123,000</i>	<i>86.1</i>	<i>661,000</i>	<i>86.0</i>
No Restraint Used	62,000	4.7	48,000	6.2
No Restraint Used, Airbag Deployed	24,000	1.8	8,000	1.1
Restraint Use Unknown	96,000	7.3	51,000	6.7
<b>Total</b>	<b>1,304,000</b>	<b>100.0</b>	<b>768,000</b>	<b>100.0</b>

Note: Restraint use is determined by police and may be overreported for survivors.

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**Table 90**

**Passenger Car and Light Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence**

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
<b>Single-Vehicle Crashes</b>						
Passenger Car	3,118	44.9	3,826	55.1	<b>6,944</b>	<b>100.0</b>
Light Truck						<b>100.0</b>
Pickup	2,041	61.3	1,287	38.7	<b>3,328</b>	<b>100.0</b>
Utility	2,011	72.3	772	27.7	<b>2,783</b>	<b>100.0</b>
Van	359	52.6	323	47.4	<b>682</b>	<b>100.0</b>
Other	4	57.1	3	42.9	<b>7</b>	<b>100.0</b>
<b>Total</b>	<b>7,533</b>	<b>54.8</b>	<b>6,211</b>	<b>45.2</b>	<b>13,744</b>	<b>100.0</b>
<b>Multiple-Vehicle Crashes</b>						
Passenger Car	522	6.8	7,121	93.2	<b>7,643</b>	<b>100.0</b>
Light Truck						<b>100.0</b>
Pickup	383	21.9	1,362	78.1	<b>1,745</b>	<b>100.0</b>
Utility	403	28.7	1,000	71.3	<b>1,403</b>	<b>100.0</b>
Van	156	19.3	653	80.7	<b>809</b>	<b>100.0</b>
Other	2	28.6	5	71.4	<b>7</b>	<b>100.0</b>
<b>Total</b>	<b>1,466</b>	<b>12.6</b>	<b>10,141</b>	<b>87.4</b>	<b>11,607</b>	<b>100.0</b>
<b>All Crashes</b>						
Passenger Car	3,640	25.0	10,947	75.0	<b>14,587</b>	<b>100.0</b>
Light Truck						<b>100.0</b>
Pickup	2,424	47.8	2,649	52.2	<b>5,073</b>	<b>100.0</b>
Utility	2,414	57.7	1,772	42.3	<b>4,186</b>	<b>100.0</b>
Van	515	34.5	976	65.5	<b>1,491</b>	<b>100.0</b>
Other	6	42.9	8	57.1	<b>14</b>	<b>100.0</b>
<b>Total</b>	<b>8,999</b>	<b>35.5</b>	<b>16,352</b>	<b>64.5</b>	<b>25,351</b>	<b>100.0</b>

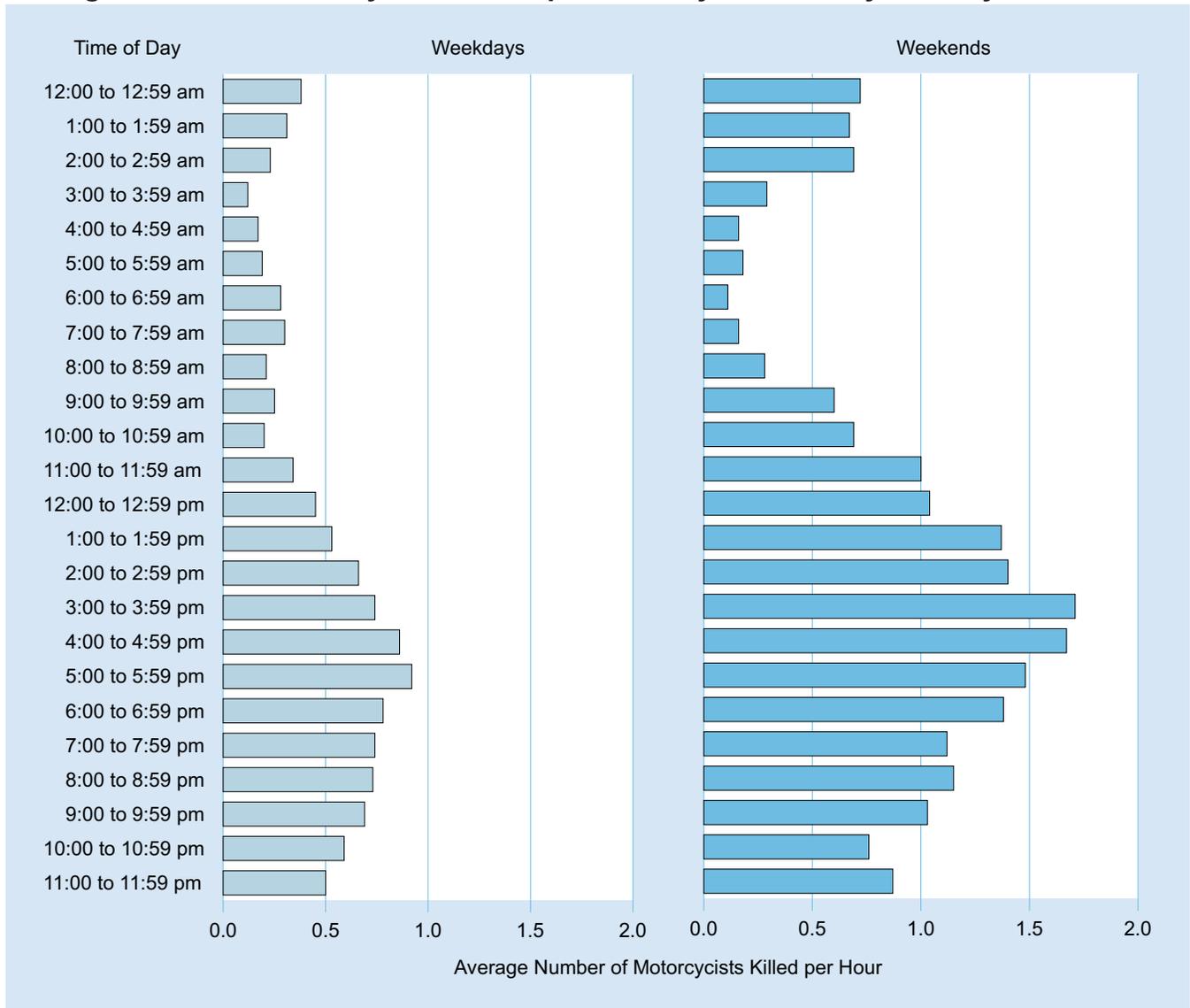
**Table 91**  
**Motorcyclists Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Motorcyclists Killed</b>						
Midnight to 3 am	194	7.3	325	12.4	<b>519</b>	<b>9.8</b>
3 am to 6 am	101	3.8	99	3.8	<b>200</b>	<b>3.8</b>
6 am to 9 am	206	7.8	57	2.2	<b>263</b>	<b>5.0</b>
9 am to Noon	209	7.9	238	9.1	<b>447</b>	<b>8.4</b>
Noon to 3 pm	429	16.1	396	15.1	<b>825</b>	<b>15.6</b>
3 pm to 6 pm	662	24.9	506	19.3	<b>1,168</b>	<b>22.1</b>
6 pm to 9 pm	474	17.8	570	21.7	<b>1,044</b>	<b>19.7</b>
9 pm to Midnight	373	14.0	413	15.7	<b>786</b>	<b>14.9</b>
Unknown	9	0.3	21	0.8	<b>38</b>	<b>0.7</b>
<b>Total</b>	<b>2,657</b>	<b>100.0</b>	<b>2,625</b>	<b>100.0</b>	<b>*5,290</b>	<b>100.0</b>
<b>Motorcyclists Injured</b>						
Midnight to 3 am	2,000	4.6	3,000	7.0	<b>5,000</b>	<b>5.6</b>
3 am to 6 am	2,000	3.5	1,000	1.4	<b>2,000</b>	<b>2.6</b>
6 am to 9 am	6,000	11.6	1,000	3.2	<b>8,000</b>	<b>7.9</b>
9 am to Noon	6,000	11.1	5,000	12.9	<b>11,000</b>	<b>11.9</b>
Noon to 3 pm	9,000	16.3	9,000	22.1	<b>18,000</b>	<b>18.8</b>
3 pm to 6 pm	14,000	26.0	9,000	21.8	<b>23,000</b>	<b>24.1</b>
6 pm to 9 pm	10,000	17.7	9,000	20.9	<b>18,000</b>	<b>19.1</b>
9 pm to Midnight	5,000	9.4	4,000	10.7	<b>10,000</b>	<b>10.0</b>
<b>Total</b>	<b>54,000</b>	<b>100.0</b>	<b>42,000</b>	<b>100.0</b>	<b>96,000</b>	<b>100.0</b>

\*Includes 8 motorcyclists killed on unknown day of week.

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**Figure 28**  
**Average Number of Motorcyclists Killed per Hour, by Time of Day and Day of Week**



Note: Motorcyclists include motorcycle riders (operators) and passengers.

**Table 92**  
**Motorcyclists Killed, by Person Type and Helmet Use**

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	2,841	57.3	1,977	39.9	137	2.8	<b>4,955</b>	<b>100.0</b>
Passengers	161	48.1	169	50.4	5	1.5	<b>335</b>	<b>100.0</b>
<b>Total</b>	<b>3,002</b>	<b>56.7</b>	<b>2,146</b>	<b>40.6</b>	<b>142</b>	<b>2.7</b>	<b>5,290</b>	<b>100.0</b>

**Table 93**  
**Motorcycle Riders Involved in Fatal Crashes, by Age and License Compliance**

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	18	2	1	5	1	<b>27</b>
16-20	37	3	119	203	1	<b>363</b>
21-24	19	7	196	397	5	<b>624</b>
25-34	25	4	351	724	13	<b>1,117</b>
35-44	18	10	245	802	5	<b>1,080</b>
45-54	16	12	169	992	13	<b>1,202</b>
55-64	3	4	74	620	3	<b>704</b>
65-74	2	0	21	180	4	<b>207</b>
>74	0	0	4	49	0	<b>53</b>
Unknown	0	0	0	2	4	<b>6</b>
<b>Total</b>	<b>138</b>	<b>42</b>	<b>1,180</b>	<b>3,974</b>	<b>49</b>	<b>5,383</b>

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**Table 94**  
**Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle**

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	2	0	2
5-9	2	0	2
10-15	3	1	4
>15	13	0	13
<b>Total</b>	<b>20</b>	<b>1</b>	<b>21</b>

**Table 95**  
**Persons Killed or Injured in School Bus Related Crashes, by Person Type**

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	4	2.6	1,000	10.6
School Bus Passenger	15	9.8	6,000	46.1
Pedestrian	21	13.7	*	1.7
Pedalcyclist	8	5.2	*	0.4
Occupant of Other Vehicle	105	68.6	5,000	41.1
Other Nonoccupants	0	0.0	*	0.1
<b>Total</b>	<b>153</b>	<b>100.0</b>	<b>13,000</b>	<b>100.0</b>

\*Less than 500.

**Table 96**  
**Pedestrians Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
<5	17	18.1	76	80.9	<b>94</b>	<b>100.0</b>
5-9	22	28.2	56	71.8	<b>78</b>	<b>100.0</b>
10-15	38	26.4	106	73.6	<b>144</b>	<b>100.0</b>
16-20	47	16.4	236	82.5	<b>286</b>	<b>100.0</b>
21-24	48	17.6	223	82.0	<b>272</b>	<b>100.0</b>
25-34	95	16.4	479	82.6	<b>580</b>	<b>100.0</b>
35-44	127	19.0	541	80.7	<b>670</b>	<b>100.0</b>
45-54	194	22.2	672	77.1	<b>872</b>	<b>100.0</b>
55-64	164	30.0	380	69.5	<b>547</b>	<b>100.0</b>
65-74	132	36.7	225	62.5	<b>360</b>	<b>100.0</b>
>74	158	35.7	282	63.7	<b>443</b>	<b>100.0</b>
Unknown	8	25.0	24	75.0	<b>32</b>	<b>100.0</b>
<b>Total</b>	<b>1,050</b>	<b>24.0</b>	<b>3,300</b>	<b>75.4</b>	<b>*4,378</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
<5	1,000	51.2	1,000	48.8	<b>2,000</b>	<b>100.0</b>
5-9	1,000	22.3	3,000	74.7	<b>4,000</b>	<b>100.0</b>
10-15	4,000	46.7	5,000	51.2	<b>9,000</b>	<b>100.0</b>
16-20	4,000	45.7	4,000	49.5	<b>9,000</b>	<b>100.0</b>
21-24	2,000	37.1	3,000	60.6	<b>6,000</b>	<b>100.0</b>
25-34	4,000	45.9	4,000	51.7	<b>8,000</b>	<b>100.0</b>
35-44	2,000	35.6	4,000	59.8	<b>7,000</b>	<b>100.0</b>
45-54	6,000	57.1	4,000	40.7	<b>11,000</b>	<b>100.0</b>
55-64	4,000	70.2	2,000	24.2	<b>6,000</b>	<b>100.0</b>
65-74	2,000	50.3	1,000	34.4	<b>4,000</b>	<b>100.0</b>
>74	2,000	53.2	1,000	46.7	<b>3,000</b>	<b>100.0</b>
<b>Total</b>	<b>33,000</b>	<b>47.6</b>	<b>34,000</b>	<b>48.7</b>	<b>**69,000</b>	<b>100.0</b>

\*Includes 28 pedestrians killed at other or unknown locations.

\*\*Includes 3,000 pedestrians injured at other or unknown locations.

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**Table 97**  
**Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex**

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	58	10,748	0.54	35	10,258	0.34	94	21,006	0.45
5-9	51	10,259	0.50	27	9,806	0.28	78	20,065	0.39
10-15	92	12,415	0.74	51	11,839	0.43	144	24,255	0.59
16-20	187	11,039	1.69	99	10,492	0.94	286	21,531	1.33
21-24	204	8,681	2.35	68	8,162	0.83	272	16,842	1.61
25-34	431	20,900	2.06	149	20,032	0.74	580	40,932	1.42
35-44	486	21,314	2.28	184	21,187	0.87	670	42,501	1.58
45-54	637	21,853	2.91	235	22,519	1.04	872	44,372	1.97
55-64	393	16,251	2.42	154	17,436	0.88	547	33,686	1.62
65-74	228	9,265	2.46	132	10,858	1.22	360	20,123	1.79
>74	259	7,200	3.60	184	11,547	1.59	443	18,747	2.36
Unknown	27	*	*	3	*	*	32	*	*
<b>Total</b>	<b>3,053</b>	<b>149,925</b>	<b>2.04</b>	<b>1,321</b>	<b>154,135</b>	<b>0.86</b>	<b>**4,378</b>	<b>304,060</b>	<b>1.44</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	1,000	10,748	10	1,000	10,258	9	2,000	21,006	10
5-9	2,000	10,259	23	1,000	9,806	15	4,000	20,065	19
10-15	5,000	12,415	37	5,000	11,839	40	9,000	24,255	39
16-20	5,000	11,039	42	4,000	10,492	42	9,000	21,531	42
21-24	3,000	8,681	33	3,000	8,162	35	6,000	16,842	34
25-34	4,000	20,900	21	4,000	20,032	19	8,000	40,932	20
35-44	4,000	21,314	21	2,000	21,187	12	7,000	42,501	16
45-54	5,000	21,853	25	5,000	22,519	23	11,000	44,372	24
55-64	3,000	16,251	21	3,000	17,436	17	6,000	33,686	19
65-74	1,000	9,265	14	2,000	10,858	20	4,000	20,123	17
>74	1,000	7,200	21	2,000	11,547	14	3,000	18,747	17
<b>Total</b>	<b>36,000</b>	<b>149,925</b>	<b>24</b>	<b>33,000</b>	<b>154,135</b>	<b>21</b>	<b>69,000</b>	<b>304,060</b>	<b>23</b>

\*Not applicable.

\*\*Includes 4 pedestrian fatalities of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Source: Population—Bureau of the Census.

**Table 98**  
**Pedestrians Killed or Injured, by Time of Day and Day of Week**

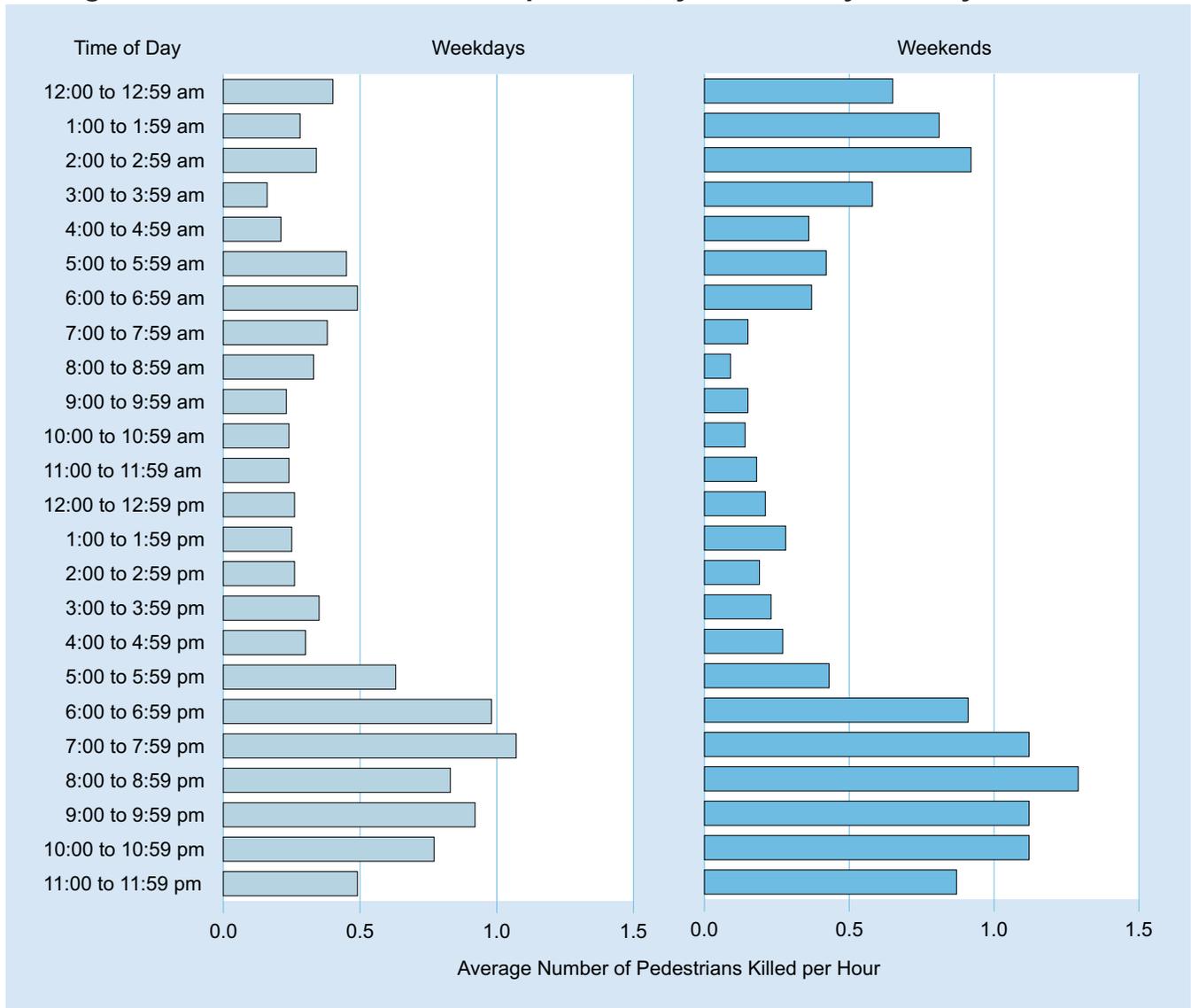
Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>						
Midnight to 3 am	214	8.6	373	19.9	<b>587</b>	<b>13.4</b>
3 am to 6 am	173	6.9	213	11.4	<b>386</b>	<b>8.8</b>
6 am to 9 am	315	12.6	63	3.4	<b>378</b>	<b>8.6</b>
9 am to Noon	187	7.5	50	2.7	<b>237</b>	<b>5.4</b>
Noon to 3 pm	203	8.1	71	3.8	<b>274</b>	<b>6.3</b>
3 pm to 6 pm	335	13.4	97	5.2	<b>432</b>	<b>9.9</b>
6 pm to 9 pm	604	24.2	518	27.7	<b>1,122</b>	<b>25.6</b>
9 pm to Midnight	458	18.3	484	25.8	<b>942</b>	<b>21.5</b>
Unknown	10	0.4	4	0.2	<b>20</b>	<b>0.5</b>
<b>Total</b>	<b>2,499</b>	<b>100.0</b>	<b>1,873</b>	<b>100.0</b>	<b>*4,378</b>	<b>100.0</b>
<b>Pedestrians Injured</b>						
Midnight to 3 am	1,000	2.2	2,000	13.9	<b>4,000</b>	<b>5.2</b>
3 am to 6 am	**	0.6	1,000	5.7	<b>1,000</b>	<b>1.9</b>
6 am to 9 am	11,000	21.0	**	2.2	<b>11,000</b>	<b>16.2</b>
9 am to Noon	6,000	10.9	1,000	6.0	<b>7,000</b>	<b>9.7</b>
Noon to 3 pm	11,000	20.8	2,000	11.5	<b>13,000</b>	<b>18.4</b>
3 pm to 6 pm	12,000	23.9	2,000	13.9	<b>15,000</b>	<b>21.3</b>
6 pm to 9 pm	6,000	12.6	6,000	32.2	<b>12,000</b>	<b>17.6</b>
9 pm to Midnight	4,000	7.9	3,000	14.6	<b>7,000</b>	<b>9.6</b>
<b>Total</b>	<b>51,000</b>	<b>100.0</b>	<b>18,000</b>	<b>100.0</b>	<b>69,000</b>	<b>100.0</b>

\*Includes 6 pedestrians killed at unknown time of day and day of week.

\*\*Less than 500.

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**Figure 29**  
**Average Number of Pedestrians Killed per Hour, by Time of Day and Day of Week**



**Table 99**  
**Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact**

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrians Killed</b>												
Passenger Car	1,477	92.3	30	1.9	16	1.0	19	1.2	59	3.7	<b>1,601</b>	<b>100.0</b>
Light Truck	1,492	90.5	41	2.5	20	1.2	35	2.1	60	3.6	<b>1,648</b>	<b>100.0</b>
Large Truck	170	70.8	23	9.6	8	3.3	24	10.0	15	6.3	<b>240</b>	<b>100.0</b>
Bus	41	67.2	4	6.6	7	11.5	4	6.6	5	8.2	<b>61</b>	<b>100.0</b>
Other/Unknown	262	66.0	4	1.0	3	0.8	5	1.3	123	31.0	<b>397</b>	<b>100.0</b>
<b>Total</b>	<b>3,442</b>	<b>87.2</b>	<b>102</b>	<b>2.6</b>	<b>54</b>	<b>1.4</b>	<b>87</b>	<b>2.2</b>	<b>262</b>	<b>6.6</b>	<b>3,947</b>	<b>100.0</b>
<b>Pedestrians Injured</b>												
Passenger Car	27,000	71.8	5,000	14.0	4,000	9.3	2,000	4.7	*	0.1	<b>38,000</b>	<b>100.0</b>
Light Truck	18,000	65.9	5,000	17.8	3,000	9.5	2,000	6.3	*	0.5	<b>27,000</b>	<b>100.0</b>
Other	1,000	36.1	1,000	33.0	1,000	26.6	*	1.6	*	2.6	<b>2,000</b>	<b>100.0</b>
<b>Total</b>	<b>46,000</b>	<b>68.1</b>	<b>11,000</b>	<b>16.2</b>	<b>7,000</b>	<b>10.0</b>	<b>4,000</b>	<b>5.3</b>	<b>*</b>	<b>0.4</b>	<b>67,000</b>	<b>100.0</b>

\*Less than 500.

**Table 100**  
**Pedestrians Killed, by Related Factors**

Factors	Number	Percent
Walking, playing, working, etc., in roadway . . . . .	842	19.2
Improper crossing of roadway or intersection . . . . .	831	19.0
Failure to yield right of way . . . . .	741	16.9
Under the influence of alcohol, drugs or medication . . . . .	584	13.3
Darting or running into road . . . . .	480	11.0
Not visible. . . . .	479	10.9
Inattentive (talking, eating, etc.) . . . . .	87	2.0
Failure to obey traffic signs, signals, or officer . . . . .	74	1.7
Physical impairment . . . . .	33	0.8
Emotional (e.g., depression, angry, disturbed) . . . . .	20	0.5
Getting on/off/in/out of transport vehicle . . . . .	15	0.3
Nonmotorist pushing vehicle . . . . .	13	0.3
Ill, blackout . . . . .	8	0.2
Portable electronic devices . . . . .	8	0.2
Other factors . . . . .	114	2.6
None reported . . . . .	1,506	34.4
Unknown . . . . .	109	2.5
<b>Total Pedestrians . . . . .</b>	<b>4,378</b>	<b>100.0</b>

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

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**Table 101**  
**Pedalcyclists Killed or Injured, by Age and Location**

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
<5	4	66.7	2	33.3	<b>6</b>	<b>100.0</b>
5-9	8	34.8	15	65.2	<b>23</b>	<b>100.0</b>
10-15	39	59.1	27	40.9	<b>66</b>	<b>100.0</b>
16-20	21	40.4	31	59.6	<b>52</b>	<b>100.0</b>
21-24	15	35.7	26	61.9	<b>42</b>	<b>100.0</b>
25-34	22	29.7	51	68.9	<b>74</b>	<b>100.0</b>
35-44	22	24.4	67	74.4	<b>90</b>	<b>100.0</b>
45-54	57	31.7	122	67.8	<b>180</b>	<b>100.0</b>
55-64	35	31.3	77	68.8	<b>112</b>	<b>100.0</b>
65-74	12	33.3	24	66.7	<b>36</b>	<b>100.0</b>
>74	16	51.6	15	48.4	<b>31</b>	<b>100.0</b>
Unknown	2	50.0	2	50.0	<b>4</b>	<b>100.0</b>
<b>Total</b>	<b>253</b>	<b>35.3</b>	<b>459</b>	<b>64.1</b>	<b>*716</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
<5	**	34.2	**	65.8	**	<b>100.0</b>
5-9	1,000	40.9	2,000	58.6	<b>3,000</b>	<b>100.0</b>
10-15	5,000	54.8	4,000	44.5	<b>10,000</b>	<b>100.0</b>
16-20	5,000	64.1	3,000	35.7	<b>8,000</b>	<b>100.0</b>
21-24	3,000	61.7	2,000	38.0	<b>5,000</b>	<b>100.0</b>
25-34	5,000	70.7	2,000	29.3	<b>7,000</b>	<b>100.0</b>
35-44	4,000	58.1	3,000	41.9	<b>7,000</b>	<b>100.0</b>
45-54	4,000	59.6	2,000	39.1	<b>6,000</b>	<b>100.0</b>
55-64	2,000	64.2	1,000	35.6	<b>4,000</b>	<b>100.0</b>
65-74	1,000	75.6	**	24.4	<b>1,000</b>	<b>100.0</b>
>74	1,000	79.5	**	20.5	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>32,000</b>	<b>60.8</b>	<b>20,000</b>	<b>38.8</b>	<b>52,000</b>	<b>100.0</b>

\*Includes 4 pedalcyclists killed at other or unknown location.

\*\*Less than 500.

**Table 102**  
**Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population, by Age and Sex**

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	5	10,748	0.05	1	10,258	0.01	6	21,006	0.03
5-9	13	10,259	0.13	10	9,806	0.10	23	20,065	0.11
10-15	55	12,415	0.44	11	11,839	0.09	66	24,255	0.27
16-20	47	11,039	0.43	5	10,492	0.05	52	21,531	0.24
21-24	37	8,681	0.43	5	8,162	0.06	42	16,842	0.25
25-34	61	20,900	0.29	13	20,032	0.06	74	40,932	0.18
35-44	77	21,314	0.36	13	21,187	0.06	90	42,501	0.21
45-54	161	21,853	0.74	19	22,519	0.08	180	44,372	0.41
55-64	103	16,251	0.63	9	17,436	0.05	112	33,686	0.33
65-74	34	9,265	0.37	2	10,858	0.02	36	20,123	0.18
>74	26	7,200	0.36	5	11,547	0.04	31	18,747	0.17
Unknown	4	*	*	0	*	*	4	*	*
<b>Total</b>	<b>623</b>	<b>149,925</b>	<b>0.42</b>	<b>93</b>	<b>154,135</b>	<b>0.06</b>	<b>716</b>	<b>304,060</b>	<b>0.24</b>

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	10,748	1	**	10,258	***	**	21,006	1
5-9	2,000	10,259	24	1,000	9,806	5	3,000	20,065	15
10-15	7,000	12,415	58	3,000	11,839	22	10,000	24,255	41
16-20	7,000	11,039	60	2,000	10,492	15	8,000	21,531	38
21-24	4,000	8,681	41	2,000	8,162	20	5,000	16,842	31
25-34	5,000	20,900	24	2,000	20,032	9	7,000	40,932	17
35-44	5,000	21,314	24	2,000	21,187	10	7,000	42,501	17
45-54	5,000	21,853	23	1,000	22,519	4	6,000	44,372	13
55-64	4,000	16,251	22	**	17,436	2	4,000	33,686	11
65-74	1,000	9,265	13	**	10,858	***	1,000	20,123	6
>74	1,000	7,200	12	**	11,547	***	1,000	18,747	5
<b>Total</b>	<b>41,000</b>	<b>149,925</b>	<b>27</b>	<b>12,000</b>	<b>154,135</b>	<b>8</b>	<b>52,000</b>	<b>304,060</b>	<b>17</b>

\*Not applicable.

\*\*Less than 500.

\*\*\*Less than 0.5.

Note: Totals may not equal sum of components due to independent rounding.

Source: Population—Bureau of the Census.

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**Table 103**  
**Pedalcyclists Killed or Injured, by Time of Day and Day of Week**

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>						
Midnight to 3 am	23	5.0	28	11.0	51	7.1
3 am to 6 am	22	4.8	18	7.1	40	5.6
6 am to 9 am	62	13.5	18	7.1	80	11.2
9 am to Noon	49	10.7	26	10.2	75	10.5
Noon to 3 pm	60	13.0	19	7.5	79	11.0
3 pm to 6 pm	100	21.7	25	9.8	125	17.5
6 pm to 9 pm	89	19.3	64	25.2	153	21.4
9 pm to Midnight	54	11.7	55	21.7	109	15.2
Unknown	1	0.2	1	0.4	4	0.6
<b>Total</b>	<b>460</b>	<b>100.0</b>	<b>254</b>	<b>100.0</b>	<b>*716</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>						
Midnight to 3 am	**	0.4	1,000	6.2	1,000	1.8
3 am to 6 am	**	0.4	**	0.6	**	0.5
6 am to 9 am	6,000	14.8	**	2.0	6,000	11.8
9 am to Noon	4,000	11.2	1,000	11.6	6,000	11.3
Noon to 3 pm	8,000	21.0	2,000	16.7	10,000	20.0
3 pm to 6 pm	13,000	32.3	3,000	22.3	16,000	30.0
6 pm to 9 pm	6,000	15.7	4,000	32.9	10,000	19.7
9 pm to Midnight	2,000	4.3	1,000	7.6	3,000	5.1
<b>Total</b>	<b>40,000</b>	<b>100.0</b>	<b>12,000</b>	<b>100.0</b>	<b>52,000</b>	<b>100.0</b>

\*Includes 2 pedalcyclists killed on unknown day of week.

\*\*Less than 500.

**Table 104**  
**Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact**

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Pedalcyclists Killed</b>												
Passenger Car	242	91.0	12	4.5	9	3.4	1	0.4	2	0.8	<b>266</b>	<b>100.0</b>
Light Truck	259	88.7	11	3.8	8	2.7	11	3.8	3	1.0	<b>292</b>	<b>100.0</b>
Large Truck	36	52.9	13	19.1	6	8.8	7	10.3	6	8.8	<b>68</b>	<b>100.0</b>
Bus	5	45.5	2	18.2	3	27.3	1	9.1	0	0.0	<b>11</b>	<b>100.0</b>
Other/Unknown	34	66.7	1	2.0	0	0.0	1	2.0	15	29.4	<b>51</b>	<b>100.0</b>
<b>Total</b>	<b>576</b>	<b>83.7</b>	<b>39</b>	<b>5.7</b>	<b>26</b>	<b>3.8</b>	<b>21</b>	<b>3.1</b>	<b>26</b>	<b>3.8</b>	<b>688</b>	<b>100.0</b>
<b>Pedalcyclists Injured</b>												
Passenger Car	20,000	64.9	7,000	23.2	3,000	11.2	*	0.8	*	*	<b>30,000</b>	<b>100.0</b>
Light Truck	14,000	66.9	5,000	23.5	2,000	8.3	*	1.0	*	0.3	<b>21,000</b>	<b>100.0</b>
Other	1,000	50.2	1,000	41.3	*	4.6	*	*	*	3.9	<b>1,000</b>	<b>100.0</b>
<b>Total</b>	<b>34,000</b>	<b>65.3</b>	<b>12,000</b>	<b>23.8</b>	<b>5,000</b>	<b>9.9</b>	<b>*</b>	<b>0.9</b>	<b>*</b>	<b>0.2</b>	<b>52,000</b>	<b>100.0</b>

\*Less than 500 or less than 0.05 percent.

# Chapter 4 ■ People

**Table 105**  
**Pedalcyclists Killed, by Related Factors**

Factors	Number	Percent
Failure to yield right of way . . . . .	113	15.8
Walking, playing, working, etc., in roadway . . . . .	58	8.1
Not visible. . . . .	49	6.8
Under the influence of alcohol, drugs or medication . . . . .	47	6.6
Failure to obey (e.g., signs, control devices, officers) . . . . .	44	6.1
Improper crossing of roadway or intersection . . . . .	36	5.0
Darting into road. . . . .	34	4.7
Operating without required equipment. . . . .	32	4.5
Riding on wrong side of road . . . . .	31	4.3
Making improper turn . . . . .	21	2.9
Failure to keep in proper lane or running off road . . . . .	20	2.8
Inattentive (talking, eating, etc.) . . . . .	17	2.4
Improper lane changing . . . . .	9	1.3
Failing to have lights on when required . . . . .	5	0.7
Improper entry to or exit from trafficway. . . . .	2	0.3
Portable electronic devices . . . . .	1	0.1
Other factors . . . . .	36	5.0
None reported . . . . .	318	44.4
Unknown . . . . .	16	2.2
<b>Total Pedalcyclists . . . . .</b>	<b>716</b>	<b>100.0</b>

Note: The sum of the numbers and percentages is greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.

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Chapter 5

# STATES



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**F**atal crash and fatality statistics for each of the 50 States, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display State fatality rates based on population, licensed drivers, and registered vehicles. The last three tables describe each State's occupant restraint laws, motorcycle helmet laws, and driver's blood alcohol concentration laws. Below are some of the State statistics you will find in this chapter:

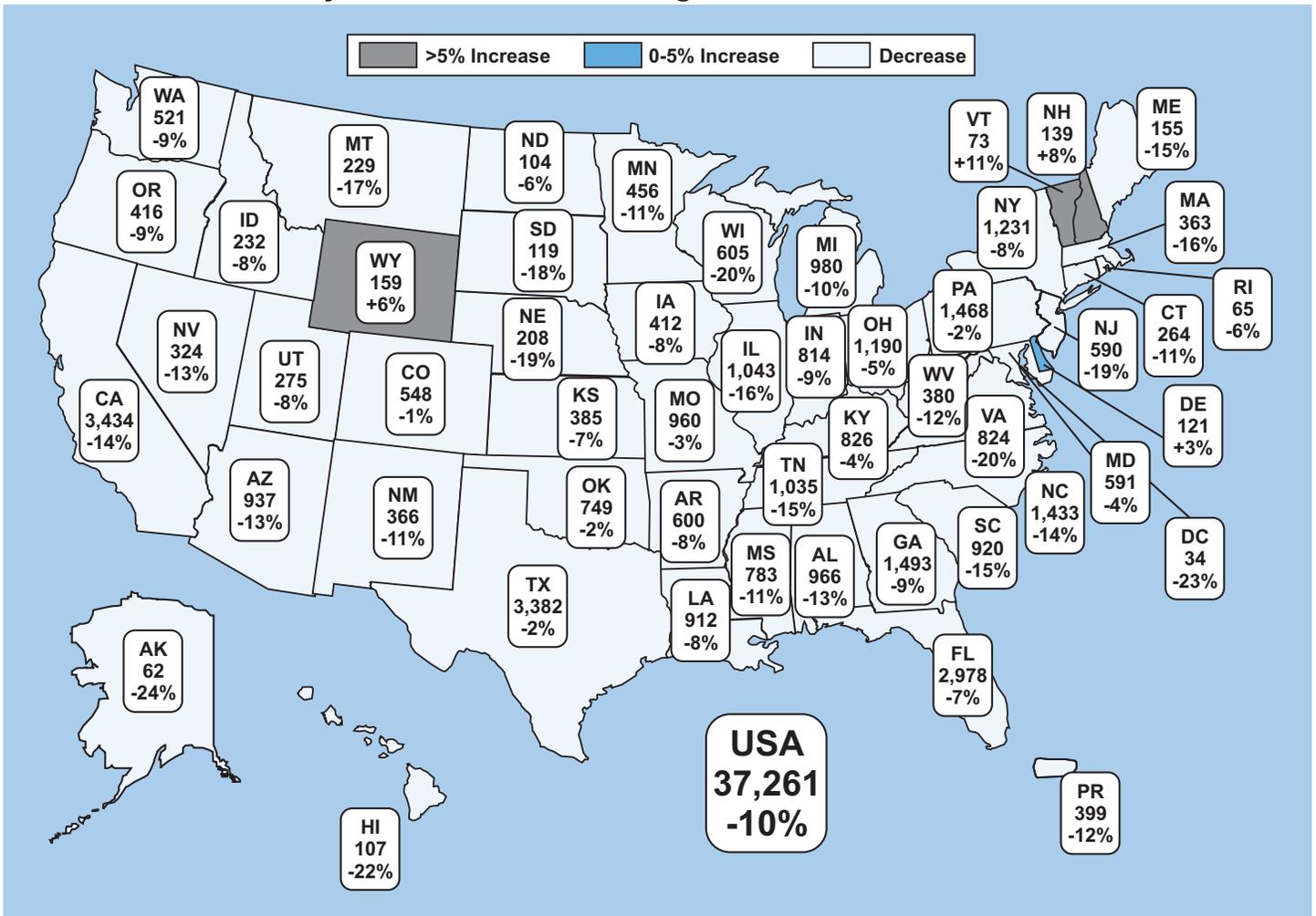
- Traffic fatalities dropped by 9.7 percent from 2007 to 2008 for the Nation as a whole. Forty-six States, the District of Columbia, and Puerto Rico showed decreases, ranging from just over 1 percent to as much as 24 percent.
- The pedestrian fatality rate per 100,000 population was 1.44 for the Nation. Florida had the highest rate (2.67), and Vermont, with one pedestrian fatality, had the lowest rate (0.16).
- About 1.9 percent of all traffic crash fatalities in 2008 were pedalcyclists. Nebraska, South Dakota, and Vermont reported no pedalcyclists killed.
- In 2008, all 50 States, the District of Columbia, and Puerto Rico had seat belt use laws. All 50 States, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 States, the District of Columbia, and Puerto Rico in 2008. Twenty-seven States had helmet requirements with exceptions (age, rider type, roadway type), and three States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2008, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico.

# Chapter 5 ■ States

**Table 106**  
**2008 Traffic Fatalities by State and Percent Change from 2007**

State	Fatalities			State	Fatalities		
	2007	2008	Percent Change		2007	2008	Percent Change
AL	1,110	966	-13	NE	256	208	-19
AK	82	62	-24	NV	373	324	-13
AZ	1,071	937	-13	NH	129	139	+8
AR	649	600	-8	NJ	724	590	-19
CA	3,995	3,434	-14	NM	413	366	-11
CO	554	548	-1	NY	1,332	1,231	-8
CT	296	264	-11	NC	1,676	1,433	-14
DE	117	121	+3	ND	111	104	-6
DC	44	34	-23	OH	1,255	1,190	-5
FL	3,213	2,978	-7	OK	766	749	-2
GA	1,641	1,493	-9	OR	455	416	-9
HI	138	107	-22	PA	1,491	1,468	-2
ID	252	232	-8	RI	69	65	-6
IL	1,248	1,043	-16	SC	1,077	920	-15
IN	898	814	-9	SD	146	119	-18
IA	446	412	-8	TN	1,211	1,035	-15
KS	416	385	-7	TX	3,466	3,382	-2
KY	864	826	-4	UT	299	275	-8
LA	993	912	-8	VT	66	73	+11
ME	183	155	-15	VA	1,027	824	-20
MD	614	591	-4	WA	571	521	-9
MA	434	363	-16	WV	432	380	-12
MI	1,087	980	-10	WI	756	605	-20
MN	510	456	-11	WY	150	159	+6
MS	884	783	-11	<b>USA</b>	<b>41,259</b>	<b>37,261</b>	<b>-10</b>
MO	992	960	-3				
MT	277	229	-17	PR	452	399	-12

**Figure 30**  
**2008 Traffic Fatalities by State and Percent Change from 2007**



# Chapter 5 ■ States

**Table 107**  
**Fatal Crashes, by State and First Harmful Event**

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
AL	316	35.6	69	7.8	394	44.4	17	1.9	89	10.0	3	0.3	888	100.0
AK	30	54.5	3	5.5	9	16.4	1	1.8	12	21.8	0	0.0	55	100.0
AZ	289	34.3	139	16.5	180	21.4	16	1.9	192	22.8	13	1.5	842	100.0
AR	180	32.6	49	8.9	225	40.8	12	2.2	78	14.1	7	1.3	552	100.0
CA	1,053	33.5	697	22.2	964	30.7	92	2.9	308	9.8	30	1.0	3,145	100.0
CO	164	34.7	50	10.6	136	28.8	16	3.4	107	22.6	0	0.0	473	100.0
CT	86	35.4	40	16.5	106	43.6	1	0.4	9	3.7	1	0.4	243	100.0
DE	35	33.3	25	23.8	31	29.5	4	3.8	9	8.6	1	1.0	105	100.0
DC	12	37.5	10	31.3	8	25.0	1	3.1	0	0.0	1	3.1	32	100.0
FL	1,030	37.3	603	21.8	783	28.4	60	2.2	246	8.9	38	1.4	2,760	100.0
GA	537	39.3	155	11.3	501	36.6	28	2.0	132	9.6	14	1.0	1,368	100.0
HI	30	29.4	22	21.6	39	38.2	4	3.9	5	4.9	2	2.0	102	100.0
ID	71	33.5	13	6.1	68	32.1	8	3.8	51	24.1	1	0.5	212	100.0
IL	366	38.5	159	16.7	280	29.5	37	3.9	99	10.4	9	0.9	950	100.0
IN	321	44.5	70	9.7	233	32.3	28	3.9	44	6.1	25	3.5	721	100.0
IA	173	47.0	19	5.2	81	22.0	17	4.6	72	19.6	6	1.6	368	100.0
KS	131	37.6	24	6.9	130	37.4	16	4.6	43	12.4	4	1.1	348	100.0
KY	286	38.0	67	8.9	314	41.8	15	2.0	63	8.4	7	0.9	752	100.0
LA	288	35.3	111	13.6	325	39.8	25	3.1	59	7.2	8	1.0	817	100.0
ME	52	36.1	16	11.1	66	45.8	2	1.4	5	3.5	3	2.1	144	100.0
MD	226	42.0	110	20.4	170	31.6	10	1.9	18	3.3	3	0.6	538	100.0
MA	83	24.6	84	24.9	147	43.6	4	1.2	13	3.9	4	1.2	337	100.0
MI	402	43.9	137	15.0	259	28.3	31	3.4	74	8.1	12	1.3	915	100.0
MN	175	41.6	43	10.2	96	22.8	24	5.7	79	18.8	3	0.7	421	100.0
MS	246	34.6	55	7.7	302	42.5	19	2.7	87	12.2	2	0.3	711	100.0
MO	317	37.5	60	7.1	330	39.1	22	2.6	109	12.9	7	0.8	845	100.0
MT	68	32.7	14	6.7	47	22.6	9	4.3	67	32.2	3	1.4	208	100.0
NE	87	46.3	5	2.7	40	21.3	9	4.8	46	24.5	1	0.5	188	100.0
NV	106	34.9	62	20.4	76	25.0	8	2.6	46	15.1	6	2.0	304	100.0
NH	55	43.0	11	8.6	42	32.8	2	1.6	12	9.4	6	4.7	128	100.0

**Table 107**  
**Fatal Crashes, by State and First Harmful Event (Continued)**

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	179	32.3	151	27.2	189	34.1	13	2.3	18	3.2	5	0.9	555	100.0
NM	95	29.3	45	13.9	41	12.7	8	2.5	128	39.5	6	1.9	324	100.0
NY	399	34.2	329	28.2	375	32.1	16	1.4	24	2.1	23	2.0	1,167	100.0
NC	463	35.0	192	14.5	531	40.1	27	2.0	96	7.3	14	1.1	1,324	100.0
ND	34	35.1	7	7.2	13	13.4	4	4.1	35	36.1	4	4.1	97	100.0
OH	454	41.3	111	10.1	427	38.9	37	3.4	53	4.8	16	1.5	1,098	100.0
OK	265	39.6	53	7.9	245	36.6	16	2.4	83	12.4	8	1.2	670	100.0
OR	110	29.8	59	16.0	115	31.2	17	4.6	61	16.5	7	1.9	369	100.0
PA	504	37.1	138	10.2	593	43.7	46	3.4	69	5.1	8	0.6	1,358	100.0
RI	14	22.2	13	20.6	31	49.2	1	1.6	4	6.3	0	0.0	63	100.0
SC	270	32.1	108	12.9	374	44.5	10	1.2	72	8.6	6	0.7	840	100.0
SD	35	32.7	8	7.5	18	16.8	3	2.8	41	38.3	2	1.9	107	100.0
TN	361	38.0	61	6.4	435	45.8	20	2.1	64	6.7	9	0.9	950	100.0
TX	1,168	38.5	426	14.1	873	28.8	89	2.9	442	14.6	33	1.1	3,031	100.0
UT	90	36.9	37	15.2	56	23.0	8	3.3	49	20.1	4	1.6	244	100.0
VT	25	37.9	1	1.5	29	43.9	1	1.5	10	15.2	0	0.0	66	100.0
VA	249	32.6	79	10.4	360	47.2	16	2.1	44	5.8	14	1.8	763	100.0
WA	184	38.3	70	14.6	139	28.9	11	2.3	62	12.9	15	3.1	481	100.0
WV	105	31.1	14	4.1	165	48.8	4	1.2	43	12.7	7	2.1	338	100.0
WI	226	40.3	62	11.1	166	29.6	22	3.9	77	13.7	8	1.4	561	100.0
WY	45	32.4	8	5.8	41	29.5	3	2.2	37	26.6	5	3.6	139	100.0
<b>USA</b>	<b>12,490</b>	<b>36.7</b>	<b>4,894</b>	<b>14.4</b>	<b>11,598</b>	<b>34.1</b>	<b>910</b>	<b>2.7</b>	<b>3,686</b>	<b>10.8</b>	<b>414</b>	<b>1.2</b>	<b>*34,017</b>	<b>100.0</b>
PR	124	32.7	138	36.4	93	24.5	5	1.3	4	1.1	15	4.0	379	100.0

\*Total includes 25 crashes with unknown first harmful event.

# Chapter 5 ■ States

**Table 108**  
**Fatal Crashes, by State and Roadway Function Class**

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	39	54	102	120	185	224	121	43	888
AK	19	2	4	3	11	8	6	2	55
AZ	112	23	33	236	152	159	126	1	842
AR	40	29	10	138	105	96	134	0	552
CA	155	308	280	871	638	535	358	0	3,145
CO	53	28	20	167	89	75	41	0	473
CT	3	38	20	50	54	41	37	0	243
DE	0	6	2	38	15	21	22	1	105
DC	1	4	0	0	0	0	27	0	32
FL	125	203	80	920	331	55	929	117	2,760
GA	69	110	13	251	358	264	201	102	1,368
HI	0	7	1	23	31	24	16	0	102
ID	28	11	0	69	35	44	19	6	212
IL	32	70	11	251	231	212	139	4	950
IN	51	19	0	0	116	176	359	0	721
IA	44	14	0	89	62	85	74	0	368
KS	27	1	5	115	57	79	64	0	348
KY	53	22	5	168	107	259	137	1	752
LA	50	58	12	145	167	201	184	0	817
ME	8	1	0	24	38	44	29	0	144
MD	2	53	39	161	121	99	60	3	538
MA	1	50	84	4	30	7	161	0	337
MI	46	44	26	230	211	219	138	1	915
MN	33	21	10	85	102	117	52	1	421
MS	48	16	6	82	37	388	131	3	711
MO	42	72	82	179	141	203	124	2	845
MT	38	0	0	56	44	29	38	3	208
NE	17	1	1	52	50	36	31	0	188
NV	25	16	18	82	94	32	32	5	304
NH	10	1	0	1	20	38	58	0	128

**Table 108**  
**Fatal Crashes, by State and Roadway Function Class (Continued)**

State	Roadway Function Class								Total Fatal Crashes
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	7	56	42	167	120	70	90	3	555
NM	73	9	2	139	19	46	20	16	324
NY	69	18	30	459	97	62	428	4	1,167
NC	56	37	35	223	144	378	451	0	1,324
ND	10	1	0	23	17	13	32	1	97
OH	52	61	38	186	183	371	205	2	1,098
OK	42	43	25	132	128	179	112	9	670
OR	21	12	1	112	58	124	37	4	369
PA	72	59	32	320	320	280	275	0	1,358
RI	2	5	4	16	3	4	22	7	63
SC	85	10	1	178	187	370	0	9	840
SD	17	2	0	35	12	29	12	0	107
TN	55	64	12	204	210	246	159	0	950
TX	161	252	194	584	365	550	839	86	3,031
UT	45	23	1	40	64	5	66	0	244
VT	11	2	6	11	6	23	7	0	66
VA	46	45	14	168	186	179	119	6	763
WA	14	23	22	173	90	90	50	19	481
WV	28	19	8	69	68	99	43	4	338
WI	15	17	12	146	117	141	113	0	561
WY	23	6	1	44	18	29	18	0	139
<b>USA</b>	<b>2,075</b>	<b>2,046</b>	<b>1,344</b>	<b>8,039</b>	<b>6,044</b>	<b>7,058</b>	<b>6,946</b>	<b>465</b>	<b>34,017</b>
PR	40	33	5	81	99	71	50	0	379

# Chapter 5 ■ States

**Table 109**  
**Fatalities, by State and Roadway Function Class**

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	45	62	107	134	199	237	133	49	966
AK	25	3	4	3	11	8	6	2	62
AZ	132	26	37	262	171	175	132	2	937
AR	48	32	12	149	114	105	140	0	600
CA	188	337	312	930	680	604	383	0	3,434
CO	63	39	25	188	99	90	44	0	548
CT	3	43	23	52	59	42	42	0	264
DE	0	6	2	44	16	28	24	1	121
DC	1	4	0	0	0	0	29	0	34
FL	151	220	94	991	351	59	991	121	2,978
GA	82	124	13	264	398	290	214	108	1,493
HI	0	7	1	26	31	25	17	0	107
ID	31	15	0	75	37	49	19	6	232
IL	35	81	12	274	248	235	154	4	1,043
IN	64	20	0	0	136	197	397	0	814
IA	49	17	0	94	72	96	84	0	412
KS	29	1	5	139	62	82	67	0	385
KY	65	23	5	186	115	282	149	1	826
LA	65	68	12	158	190	221	198	0	912
ME	10	1	0	27	42	46	29	0	155
MD	2	58	45	175	140	104	64	3	591
MA	1	54	90	4	37	8	169	0	363
MI	49	45	27	245	229	237	147	1	980
MN	39	23	10	95	109	123	56	1	456
MS	55	17	6	96	42	425	139	3	783
MO	49	76	93	212	161	227	140	2	960
MT	40	0	0	64	49	32	41	3	229
NE	23	1	1	55	55	40	33	0	208
NV	26	18	20	95	94	34	32	5	324
NH	10	1	0	1	20	45	62	0	139

**Table 109**  
**Fatalities, by State and Roadway Function Class (Continued)**

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	7	62	51	171	126	77	93	3	590
NM	83	11	2	158	23	50	23	16	366
NY	74	19	30	485	99	69	451	4	1,231
NC	64	41	37	256	156	407	472	0	1,433
ND	11	1	0	25	19	13	34	1	104
OH	61	64	40	197	198	404	224	2	1,190
OK	48	48	27	148	141	204	124	9	749
OR	26	12	1	128	66	137	42	4	416
PA	90	64	36	340	347	299	292	0	1,468
RI	2	5	4	17	3	4	23	7	65
SC	95	12	1	194	209	398	0	11	920
SD	19	2	0	38	15	31	14	0	119
TN	59	74	13	230	232	260	167	0	1,035
TX	193	271	236	663	422	614	885	98	3,382
UT	49	25	1	43	83	5	69	0	275
VT	12	2	8	12	7	23	9	0	73
VA	55	50	16	176	191	192	138	6	824
WA	16	26	23	184	99	100	52	21	521
WV	33	22	8	81	74	113	45	4	380
WI	15	20	14	161	124	153	118	0	605
WY	24	6	1	59	19	31	19	0	159
<b>USA</b>	<b>2,416</b>	<b>2,259</b>	<b>1,505</b>	<b>8,804</b>	<b>6,620</b>	<b>7,730</b>	<b>7,429</b>	<b>498</b>	<b>37,261</b>
PR	42	35	5	88	103	71	55	0	399

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**Table 110**  
**Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State**

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	—	—	—	—	4,662	20.72	966
AK	—	—	—	—	686	9.03	62
AZ	—	—	—	—	6,500	14.41	937
AR	—	—	—	—	2,855	21.01	600
CA	—	—	—	—	36,757	9.34	3,434
CO	—	—	—	—	4,939	11.09	548
CT	—	—	—	—	3,501	7.54	264
DE	—	—	—	—	873	13.86	121
DC	—	—	—	—	592	5.74	34
FL	—	—	—	—	18,328	16.25	2,978
GA	—	—	—	—	9,686	15.41	1,493
HI	—	—	—	—	1,288	8.31	107
ID	—	—	—	—	1,524	15.22	232
IL	—	—	—	—	12,902	8.08	1,043
IN	—	—	—	—	6,377	12.77	814
IA	—	—	—	—	3,003	13.72	412
KS	—	—	—	—	2,802	13.74	385
KY	—	—	—	—	4,269	19.35	826
LA	—	—	—	—	4,411	20.68	912
ME	—	—	—	—	1,316	11.77	155
MD	—	—	—	—	5,634	10.49	591
MA	—	—	—	—	6,498	5.59	363
MI	—	—	—	—	10,003	9.80	980
MN	—	—	—	—	5,220	8.73	456
MS	—	—	—	—	2,939	26.65	783
MO	—	—	—	—	5,912	16.24	960
MT	—	—	—	—	967	23.67	229
NE	—	—	—	—	1,783	11.66	208
NV	—	—	—	—	2,600	12.46	324
NH	—	—	—	—	1,316	10.56	139

Table 110

## Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State (Continued)

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	—	—	—	—	8,683	6.80	590
NM	—	—	—	—	1,984	18.44	366
NY	—	—	—	—	19,490	6.32	1,231
NC	—	—	—	—	9,222	15.54	1,433
ND	—	—	—	—	641	16.21	104
OH	—	—	—	—	11,486	10.36	1,190
OK	—	—	—	—	3,642	20.56	749
OR	—	—	—	—	3,790	10.98	416
PA	—	—	—	—	12,448	11.79	1,468
RI	—	—	—	—	1,051	6.19	65
SC	—	—	—	—	4,480	20.54	920
SD	—	—	—	—	804	14.80	119
TN	—	—	—	—	6,215	16.65	1,035
TX	—	—	—	—	24,327	13.90	3,382
UT	—	—	—	—	2,736	10.05	275
VT	—	—	—	—	621	11.75	73
VA	—	—	—	—	7,769	10.61	824
WA	—	—	—	—	6,549	7.96	521
WV	—	—	—	—	1,814	20.94	380
WI	—	—	—	—	5,628	10.75	605
WY	—	—	—	—	533	29.85	159
<b>USA</b>	—	—	—	—	<b>304,060</b>	<b>12.25</b>	<b>37,261</b>
PR	—	—	—	—	3,954	10.09	399

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census.

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**Table 111**  
**Persons Killed, by State and Person Type**

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	606	62.7	182	18.8	99	10.2	66	6.8	4	0.4	9	0.9	966	100.0
AK	33	53.2	17	27.4	8	12.9	3	4.8	1	1.6	0	0.0	62	100.0
AZ	386	41.2	246	26.3	141	15.0	120	12.8	19	2.0	25	2.7	937	100.0
AR	372	62.0	106	17.7	68	11.3	45	7.5	5	0.8	4	0.7	600	100.0
CA	1,414	41.2	695	20.2	560	16.3	620	18.1	109	3.2	36	1.0	3,434	100.0
CO	273	49.8	115	21.0	98	17.9	44	8.0	12	2.2	6	1.1	548	100.0
CT	125	47.3	40	15.2	57	21.6	37	14.0	5	1.9	0	0.0	264	100.0
DE	54	44.6	24	19.8	16	13.2	21	17.4	6	5.0	0	0.0	121	100.0
DC	9	26.5	7	20.6	8	23.5	9	26.5	1	2.9	0	0.0	34	100.0
FL	1,280	43.0	503	16.9	556	18.7	490	16.5	125	4.2	24	0.8	2,978	100.0
GA	855	57.3	283	19.0	177	11.9	146	9.8	20	1.3	12	0.8	1,493	100.0
HI	46	43.0	13	12.1	25	23.4	20	18.7	2	1.9	1	0.9	107	100.0
ID	135	58.2	55	23.7	29	12.5	11	4.7	2	0.9	0	0.0	232	100.0
IL	535	51.3	208	19.9	133	12.8	135	12.9	27	2.6	5	0.5	1,043	100.0
IN	433	53.2	170	20.9	131	16.1	54	6.6	18	2.2	8	1.0	814	100.0
IA	240	58.3	92	22.3	55	13.3	17	4.1	5	1.2	3	0.7	412	100.0
KS	234	60.8	78	20.3	46	11.9	19	4.9	6	1.6	2	0.5	385	100.0
KY	491	59.4	159	19.2	101	12.2	67	8.1	6	0.7	2	0.2	826	100.0
LA	502	55.0	208	22.8	80	8.8	106	11.6	11	1.2	5	0.5	912	100.0
ME	98	63.2	22	14.2	18	11.6	12	7.7	4	2.6	1	0.6	155	100.0
MD	273	46.2	102	17.3	91	15.4	116	19.6	6	1.0	3	0.5	591	100.0
MA	177	48.8	55	15.2	42	11.6	75	20.7	10	2.8	4	1.1	363	100.0
MI	507	51.7	199	20.3	128	13.1	114	11.6	25	2.6	7	0.7	980	100.0
MN	246	53.9	93	20.4	71	15.6	26	5.7	13	2.9	7	1.5	456	100.0
MS	529	67.6	159	20.3	40	5.1	50	6.4	4	0.5	1	0.1	783	100.0
MO	563	58.6	221	23.0	107	11.1	63	6.6	3	0.3	3	0.3	960	100.0
MT	124	54.1	53	23.1	36	15.7	11	4.8	3	1.3	2	0.9	229	100.0
NE	136	65.4	46	22.1	19	9.1	5	2.4	0	0.0	2	1.0	208	100.0
NV	139	42.9	60	18.5	59	18.2	56	17.3	7	2.2	3	0.9	324	100.0
NH	76	54.7	22	15.8	30	21.6	7	5.0	2	1.4	2	1.4	139	100.0

**Table 111**  
**Persons Killed, by State and Person Type (Continued)**

State	Person Type												Total Killed	
	Driver		Passenger		Motorcyclist		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	243	41.2	106	18.0	82	13.9	135	22.9	20	3.4	4	0.7	590	100.0
NM	159	43.4	112	30.6	49	13.4	39	10.7	7	1.9	0	0.0	366	100.0
NY	504	40.9	202	16.4	184	14.9	294	23.9	42	3.4	5	0.4	1,231	100.0
NC	771	53.8	291	20.3	170	11.9	160	11.2	32	2.2	9	0.6	1,433	100.0
ND	57	54.8	26	25.0	13	12.5	6	5.8	1	1.0	1	1.0	104	100.0
OH	631	53.0	224	18.8	213	17.9	98	8.2	18	1.5	6	0.5	1,190	100.0
OK	434	57.9	170	22.7	86	11.5	51	6.8	4	0.5	4	0.5	749	100.0
OR	212	51.0	90	21.6	48	11.5	51	12.3	10	2.4	5	1.2	416	100.0
PA	822	56.0	252	17.2	239	16.3	137	9.3	8	0.5	10	0.7	1,468	100.0
RI	37	56.9	7	10.8	7	10.8	12	18.5	1	1.5	1	1.5	65	100.0
SC	501	54.5	179	19.5	123	13.4	100	10.9	14	1.5	3	0.3	920	100.0
SD	66	55.5	25	21.0	15	12.6	9	7.6	0	0.0	4	3.4	119	100.0
TN	633	61.2	186	18.0	145	14.0	60	5.8	7	0.7	4	0.4	1,035	100.0
TX	1,668	49.3	710	21.0	516	15.3	416	12.3	53	1.6	19	0.6	3,382	100.0
UT	133	48.4	68	24.7	36	13.1	32	11.6	4	1.5	2	0.7	275	100.0
VT	40	54.8	25	34.2	7	9.6	1	1.4	0	0.0	0	0.0	73	100.0
VA	485	58.9	163	19.8	86	10.4	76	9.2	13	1.6	1	0.1	824	100.0
WA	277	53.2	90	17.3	81	15.5	63	12.1	9	1.7	1	0.2	521	100.0
WV	236	62.1	75	19.7	52	13.7	13	3.4	2	0.5	2	0.5	380	100.0
WI	332	54.9	120	19.8	89	14.7	53	8.8	9	1.5	2	0.3	605	100.0
WY	88	55.3	43	27.0	20	12.6	7	4.4	1	0.6	0	0.0	159	100.0
<b>USA</b>	<b>19,220</b>	<b>51.6</b>	<b>7,397</b>	<b>19.9</b>	<b>5,290</b>	<b>14.2</b>	<b>4,378</b>	<b>11.7</b>	<b>716</b>	<b>1.9</b>	<b>260</b>	<b>0.7</b>	<b>37,261</b>	<b>100.0</b>
PR	133	33.3	48	12.0	78	19.5	127	31.8	12	3.0	1	0.3	399	100.0

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**Table 112**  
**Persons Killed, by State and Age Group**

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	11	6	23	133	103	176	144	172	111	37	50	0	966
AK	0	1	4	12	10	8	8	5	4	8	2	0	62
AZ	8	8	25	103	103	148	128	154	122	65	70	3	937
AR	6	7	17	81	60	99	84	87	77	46	36	0	600
CA	44	41	74	399	405	611	475	516	375	211	278	5	3,434
CO	8	9	14	65	55	85	86	85	49	46	46	0	548
CT	1	0	8	29	34	44	29	44	26	16	32	1	264
DE	3	3	1	8	12	25	23	15	12	7	12	0	121
DC	0	0	0	3	4	4	6	3	4	5	5	0	34
FL	23	27	36	335	320	507	458	493	322	192	255	10	2,978
GA	21	21	30	154	163	255	231	216	185	108	102	7	1,493
HI	1	0	1	11	9	19	15	16	14	8	13	0	107
ID	4	4	4	35	17	42	37	33	29	20	7	0	232
IL	11	15	25	121	118	191	150	163	92	63	94	0	1,043
IN	6	16	22	125	86	139	100	130	89	42	57	2	814
IA	2	5	10	46	35	64	52	69	55	30	43	1	412
KS	4	2	14	48	51	49	59	53	43	29	32	1	385
KY	9	4	17	95	74	151	138	145	86	51	55	1	826
LA	10	16	25	103	114	190	142	136	83	43	50	0	912
ME	0	2	3	15	12	13	31	19	27	10	23	0	155
MD	8	6	13	71	61	115	89	98	45	29	54	2	591
MA	2	3	2	55	36	56	35	58	42	20	54	0	363
MI	10	10	23	116	80	133	137	158	125	75	113	0	980
MN	11	7	11	46	38	85	60	52	59	35	52	0	456
MS	8	12	22	84	66	139	133	135	85	56	43	0	783
MO	10	9	28	136	90	150	134	153	90	72	88	0	960
MT	1	5	6	29	21	47	32	35	24	14	15	0	229
NE	2	2	8	33	22	26	20	32	21	17	25	0	208
NV	1	4	12	28	34	59	37	56	47	22	24	0	324
NH	0	1	3	20	14	16	21	26	11	14	13	0	139

**Table 112**  
**Persons Killed, by State and Age Group (Continued)**

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	6	4	14	68	63	102	81	78	60	46	68	0	590
NM	6	1	10	35	42	66	54	57	43	25	27	0	366
NY	6	16	24	117	128	201	150	156	138	107	177	11	1,231
NC	17	12	24	189	142	248	225	217	153	88	114	4	1,433
ND	1	2	2	12	13	19	17	17	7	4	10	0	104
OH	14	12	36	132	102	191	181	187	149	82	104	0	1,190
OK	6	2	26	115	68	118	98	125	80	56	54	1	749
OR	4	7	8	43	51	59	52	71	63	24	34	0	416
PA	10	7	18	183	178	249	207	194	163	103	155	1	1,468
RI	0	0	0	8	12	7	11	6	4	3	14	0	65
SC	8	8	18	124	104	157	155	141	85	57	60	3	920
SD	2	3	1	13	15	21	9	17	15	11	12	0	119
TN	12	11	20	125	96	166	162	180	107	71	85	0	1,035
TX	62	39	77	443	362	656	516	525	324	182	176	20	3,382
UT	6	8	19	26	31	50	34	48	14	20	19	0	275
VT	0	0	1	15	3	12	9	6	14	3	10	0	73
VA	9	7	15	123	98	122	124	127	88	52	55	4	824
WA	7	1	6	50	63	98	73	76	55	37	55	0	521
WV	3	1	6	45	38	68	59	52	37	35	34	2	380
WI	7	8	15	75	64	88	82	84	69	55	58	0	605
WY	0	1	5	17	20	35	21	29	14	12	5	0	159
<b>USA</b>	<b>411</b>	<b>396</b>	<b>826</b>	<b>4,497</b>	<b>3,940</b>	<b>6,379</b>	<b>5,414</b>	<b>5,750</b>	<b>4,036</b>	<b>2,464</b>	<b>3,069</b>	<b>79</b>	<b>37,261</b>
PR	8	1	10	42	36	72	56	67	30	41	27	9	399

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**Table 113**  
**Occupants Killed, by State and Vehicle Type**

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	426	47.9	325	36.5	27	3.0	1	0.1	12	1.3	0	0.0	791	88.9	99	11.1	890	100.0
AK	26	44.8	17	29.3	1	1.7	0	0.0	5	8.6	1	1.7	50	86.2	8	13.8	58	100.0
AZ	292	36.9	291	36.7	19	2.4	0	0.0	19	2.4	30	3.8	651	82.2	141	17.8	792	100.0
AR	221	40.3	224	40.8	20	3.6	0	0.0	16	2.9	0	0.0	481	87.6	68	12.4	549	100.0
CA	1,281	47.9	742	27.8	40	1.5	12	0.4	32	1.2	5	0.2	2,112	79.0	560	21.0	2,672	100.0
CO	178	36.6	200	41.2	10	2.1	0	0.0	0	0.0	0	0.0	388	79.8	98	20.2	486	100.0
CT	114	51.4	49	22.1	2	0.9	0	0.0	0	0.0	0	0.0	165	74.3	57	25.7	222	100.0
DE	42	44.7	36	38.3	0	0.0	0	0.0	0	0.0	0	0.0	78	83.0	16	17.0	94	100.0
DC	12	50.0	2	8.3	0	0.0	2	8.3	0	0.0	0	0.0	16	66.7	8	33.3	24	100.0
FL	993	42.3	734	31.3	34	1.4	2	0.1	17	0.7	12	0.5	1,792	76.3	556	23.7	2,348	100.0
GA	604	45.7	484	36.6	32	2.4	0	0.0	24	1.8	1	0.1	1,145	86.6	177	13.4	1,322	100.0
HI	36	42.9	21	25.0	1	1.2	0	0.0	1	1.2	0	0.0	59	70.2	25	29.8	84	100.0
ID	81	37.0	90	41.1	12	5.5	0	0.0	7	3.2	0	0.0	190	86.8	29	13.2	219	100.0
IL	445	50.8	277	31.6	11	1.3	0	0.0	8	0.9	2	0.2	743	84.8	133	15.2	876	100.0
IN	375	51.1	212	28.9	12	1.6	0	0.0	4	0.5	0	0.0	603	82.2	131	17.8	734	100.0
IA	178	46.0	135	34.9	9	2.3	0	0.0	9	2.3	1	0.3	332	85.8	55	14.2	387	100.0
KS	155	43.1	147	40.8	7	1.9	0	0.0	5	1.4	0	0.0	314	87.2	46	12.8	360	100.0
KY	340	45.3	256	34.1	22	2.9	1	0.1	30	4.0	1	0.1	650	86.6	101	13.4	751	100.0
LA	336	42.5	333	42.2	26	3.3	0	0.0	15	1.9	0	0.0	710	89.9	80	10.1	790	100.0
ME	69	50.0	39	28.3	6	4.3	0	0.0	6	4.3	0	0.0	120	87.0	18	13.0	138	100.0
MD	239	51.3	126	27.0	7	1.5	0	0.0	3	0.6	0	0.0	375	80.5	91	19.5	466	100.0
MA	169	61.5	58	21.1	3	1.1	0	0.0	0	0.0	3	1.1	233	84.7	42	15.3	275	100.0
MI	391	46.8	278	33.3	8	1.0	1	0.1	30	3.6	0	0.0	708	84.7	128	15.3	836	100.0
MN	182	44.3	130	31.6	11	2.7	6	1.5	11	2.7	0	0.0	340	82.7	71	17.3	411	100.0
MS	367	50.4	285	39.1	13	1.8	3	0.4	20	2.7	0	0.0	688	94.5	40	5.5	728	100.0
MO	407	45.6	340	38.1	17	1.9	0	0.0	21	2.4	0	0.0	785	88.0	107	12.0	892	100.0
MT	77	35.8	90	41.9	5	2.3	1	0.5	5	2.3	1	0.5	179	83.3	36	16.7	215	100.0
NE	88	43.6	87	43.1	5	2.5	0	0.0	2	1.0	1	0.5	183	90.6	19	9.4	202	100.0
NV	98	38.0	98	38.0	0	0.0	0	0.0	3	1.2	0	0.0	199	77.1	59	22.9	258	100.0
NH	61	47.7	36	28.1	1	0.8	0	0.0	0	0.0	0	0.0	98	76.6	30	23.4	128	100.0

**Table 113**  
**Occupants Killed, by State and Vehicle Type (Continued)**

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	232	53.8	100	23.2	12	2.8	0	0.0	4	0.9	1	0.2	349	81.0	82	19.0	431	100.0
NM	94	29.4	156	48.8	13	4.1	2	0.6	5	1.6	1	0.3	271	84.7	49	15.3	320	100.0
NY	496	55.7	184	20.7	7	0.8	0	0.0	15	1.7	4	0.4	706	79.3	184	20.7	890	100.0
NC	635	51.5	398	32.3	21	1.7	1	0.1	7	0.6	1	0.1	1,063	86.2	170	13.8	1,233	100.0
ND	34	35.4	40	41.7	7	7.3	0	0.0	2	2.1	0	0.0	83	86.5	13	13.5	96	100.0
OH	523	49.0	293	27.4	19	1.8	0	0.0	18	1.7	2	0.2	855	80.1	213	19.9	1,068	100.0
OK	262	38.0	307	44.5	24	3.5	0	0.0	11	1.6	0	0.0	604	87.5	86	12.5	690	100.0
OR	160	45.7	130	37.1	5	1.4	1	0.3	6	1.7	0	0.0	302	86.3	48	13.7	350	100.0
PA	640	48.7	376	28.6	31	2.4	2	0.2	27	2.1	0	0.0	1,076	81.8	239	18.2	1,315	100.0
RI	33	64.7	11	21.6	0	0.0	0	0.0	0	0.0	0	0.0	44	86.3	7	13.7	51	100.0
SC	369	45.8	289	35.9	19	2.4	1	0.1	5	0.6	0	0.0	683	84.7	123	15.3	806	100.0
SD	51	46.4	41	37.3	1	0.9	0	0.0	2	1.8	0	0.0	95	86.4	15	13.6	110	100.0
TN	444	46.1	332	34.4	19	2.0	0	0.0	24	2.5	0	0.0	819	85.0	145	15.0	964	100.0
TX	1,104	38.1	1,144	39.4	85	2.9	20	0.7	30	1.0	1	0.0	2,384	82.2	516	17.8	2,900	100.0
UT	95	40.1	84	35.4	7	3.0	9	3.8	3	1.3	3	1.3	201	84.8	36	15.2	237	100.0
VT	39	54.2	24	33.3	1	1.4	0	0.0	1	1.4	0	0.0	65	90.3	7	9.7	72	100.0
VA	392	53.4	225	30.7	17	2.3	2	0.3	11	1.5	1	0.1	648	88.3	86	11.7	734	100.0
WA	231	51.6	120	26.8	10	2.2	0	0.0	6	1.3	0	0.0	367	81.9	81	18.1	448	100.0
WV	144	39.5	151	41.4	5	1.4	0	0.0	11	3.0	2	0.5	313	85.8	52	14.2	365	100.0
WI	270	49.9	153	28.3	5	0.9	0	0.0	24	4.4	0	0.0	452	83.5	89	16.5	541	100.0
WY	56	37.1	64	42.4	8	5.3	0	0.0	3	2.0	0	0.0	131	86.8	20	13.2	151	100.0
<b>USA</b>	<b>14,587</b>	<b>45.6</b>	<b>10,764</b>	<b>33.7</b>	<b>677</b>	<b>2.1</b>	<b>67</b>	<b>0.2</b>	<b>520</b>	<b>1.6</b>	<b>74</b>	<b>0.2</b>	<b>26,689</b>	<b>83.5</b>	<b>5,290</b>	<b>16.5</b>	<b>31,979</b>	<b>100.0</b>
PR	129	49.8	43	16.6	5	1.9	2	0.8	0	0.0	2	0.8	181	69.9	78	30.1	259	100.0

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**Table 114**  
**Passenger Car and Light Truck Occupants Killed, by State**  
**and Restraint Use**

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	271	36.1	452	60.2	28	3.7	751	100.0
AK	19	44.2	21	48.8	3	7.0	43	100.0
AZ	196	33.6	320	54.9	67	11.5	583	100.0
AR	142	31.9	265	59.6	38	8.5	445	100.0
CA	1,170	57.8	702	34.7	151	7.5	2,023	100.0
CO	186	49.2	173	45.8	19	5.0	378	100.0
CT	68	41.7	70	42.9	25	15.3	163	100.0
DE	40	51.3	29	37.2	9	11.5	78	100.0
DC	5	35.7	5	35.7	4	28.6	14	100.0
FL	684	39.6	1,001	58.0	42	2.4	1,727	100.0
GA	406	37.3	578	53.1	104	9.6	1,088	100.0
HI	25	43.9	27	47.4	5	8.8	57	100.0
ID	63	36.8	103	60.2	5	2.9	171	100.0
IL	323	44.7	339	47.0	60	8.3	722	100.0
IN	264	45.0	264	45.0	59	10.1	587	100.0
IA	127	40.6	144	46.0	42	13.4	313	100.0
KS	96	31.8	185	61.3	21	7.0	302	100.0
KY	214	35.9	381	63.9	1	0.2	596	100.0
LA	212	31.7	396	59.2	61	9.1	669	100.0
ME	51	47.2	45	41.7	12	11.1	108	100.0
MD	202	55.3	142	38.9	21	5.8	365	100.0
MA	68	30.0	120	52.9	39	17.2	227	100.0
MI	344	51.4	241	36.0	84	12.6	669	100.0
MN	151	48.4	125	40.1	36	11.5	312	100.0
MS	220	33.7	432	66.3	0	0.0	652	100.0
MO	215	28.8	485	64.9	47	6.3	747	100.0
MT	46	27.5	117	70.1	4	2.4	167	100.0
NE	69	39.4	91	52.0	15	8.6	175	100.0
NV	96	49.0	91	46.4	9	4.6	196	100.0
NH	25	25.8	72	74.2	0	0.0	97	100.0

**Table 114**  
**Passenger Car and Light Truck Occupants Killed, by State**  
**and Restraint Use (Continued)**

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	160	48.2	165	49.7	7	2.1	332	100.0
NM	119	47.6	128	51.2	3	1.2	250	100.0
NY	344	50.6	232	34.1	104	15.3	680	100.0
NC	497	48.1	478	46.3	58	5.6	1,033	100.0
ND	17	23.0	54	73.0	3	4.1	74	100.0
OH	332	40.7	443	54.3	41	5.0	816	100.0
OK	197	34.6	338	59.4	34	6.0	569	100.0
OR	167	57.6	91	31.4	32	11.0	290	100.0
PA	337	33.2	554	54.5	125	12.3	1,016	100.0
RI	11	25.0	29	65.9	4	9.1	44	100.0
SC	215	32.7	411	62.5	32	4.9	658	100.0
SD	28	30.4	59	64.1	5	5.4	92	100.0
TN	262	33.8	457	58.9	57	7.3	776	100.0
TX	1,117	49.7	951	42.3	180	8.0	2,248	100.0
UT	96	53.6	70	39.1	13	7.3	179	100.0
VT	31	49.2	27	42.9	5	7.9	63	100.0
VA	223	36.1	374	60.6	20	3.2	617	100.0
WA	198	56.4	126	35.9	27	7.7	351	100.0
WV	98	33.2	157	53.2	40	13.6	295	100.0
WI	161	38.1	222	52.5	40	9.5	423	100.0
WY	34	28.3	83	69.2	3	2.5	120	100.0
<b>USA</b>	<b>10,642</b>	<b>42.0</b>	<b>12,865</b>	<b>50.7</b>	<b>1,844</b>	<b>7.3</b>	<b>25,351</b>	<b>100.0</b>
PR	83	48.3	89	51.7	0	0.0	172	100.0

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**Table 115**  
**Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type,**  
**and Rollover Occurrence**

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	426	136	31.9	174	84	48.3	119	73	61.3	32	16	50.0	751	309	41.1
AK	26	7	26.9	5	3	60.0	9	2	22.2	3	2	66.7	43	14	32.6
AZ	292	91	31.2	129	83	64.3	128	103	80.5	34	18	52.9	583	295	50.6
AR	221	52	23.5	127	60	47.2	76	63	82.9	21	8	38.1	445	183	41.1
CA	1,281	352	27.5	300	158	52.7	316	195	61.7	122	54	44.3	2,023	761	37.6
CO	178	49	27.5	80	51	63.8	88	52	59.1	32	17	53.1	378	169	44.7
CT	114	27	23.7	12	5	41.7	25	16	64.0	12	5	41.7	163	53	32.5
DE	42	9	21.4	9	3	33.3	20	10	50.0	7	1	14.3	78	23	29.5
DC	12	3	25.0	0	0	0.0	0	0	0.0	2	0	0.0	14	3	21.4
FL	993	213	21.5	326	163	50.0	328	200	61.0	79	25	31.6	1,727	602	34.9
GA	604	144	23.8	252	115	45.6	181	112	61.9	51	15	29.4	1,088	386	35.5
HI	36	11	30.6	11	5	45.5	8	5	62.5	2	1	50.0	57	22	38.6
ID	81	38	46.9	38	25	65.8	44	28	63.6	8	4	50.0	171	95	55.6
IL	445	96	21.6	120	53	44.2	117	54	46.2	40	12	30.0	722	215	29.8
IN	375	71	18.9	89	35	39.3	78	24	30.8	45	14	31.1	587	144	24.5
IA	178	42	23.6	58	25	43.1	48	28	58.3	29	10	34.5	313	105	33.5
KS	155	39	25.2	82	51	62.2	47	29	61.7	18	8	44.4	302	127	42.1
KY	340	86	25.3	144	54	37.5	79	43	54.4	32	5	15.6	596	188	31.5
LA	336	100	29.8	170	69	40.6	134	75	56.0	29	12	41.4	669	256	38.3
ME	69	19	27.5	18	6	33.3	14	8	57.1	7	2	28.6	108	35	32.4
MD	239	26	10.9	41	11	26.8	51	17	33.3	34	8	23.5	365	62	17.0
MA	169	40	23.7	19	6	31.6	31	16	51.6	8	2	25.0	227	64	28.2
MI	391	68	17.4	109	52	47.7	105	45	42.9	64	10	15.6	669	175	26.2
MN	182	41	22.5	43	23	53.5	56	35	62.5	31	11	35.5	312	110	35.3
MS	367	63	17.2	159	31	19.5	110	37	33.6	16	4	25.0	652	135	20.7
MO	407	120	29.5	176	99	56.3	108	70	64.8	55	20	36.4	747	310	41.5
MT	77	33	42.9	52	35	67.3	33	23	69.7	5	3	60.0	167	94	56.3
NE	88	19	21.6	40	25	62.5	32	23	71.9	15	7	46.7	175	74	42.3
NV	98	26	26.5	51	34	66.7	41	30	73.2	6	2	33.3	196	92	46.9
NH	61	17	27.9	11	4	36.4	17	7	41.2	8	0	0.0	97	28	28.9

**Table 115**

**Passenger Car and Light Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)**

State	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NJ	232	46	19.8	34	12	35.3	50	22	44.0	16	5	31.3	332	85	25.6
NM	94	34	36.2	70	47	67.1	75	60	80.0	11	5	45.5	250	146	58.4
NY	496	72	14.5	53	22	41.5	82	34	41.5	49	9	18.4	680	137	20.1
NC	635	176	27.7	167	89	53.3	166	99	59.6	65	23	35.4	1,033	387	37.5
ND	34	13	38.2	19	13	68.4	15	9	60.0	5	3	60.0	74	39	52.7
OH	523	102	19.5	121	30	24.8	107	48	44.9	64	15	23.4	816	195	23.9
OK	262	89	34.0	188	97	51.6	91	58	63.7	28	14	50.0	569	258	45.3
OR	160	43	26.9	62	32	51.6	51	30	58.8	16	5	31.3	290	110	37.9
PA	640	162	25.3	150	60	40.0	149	75	50.3	77	25	32.5	1,016	322	31.7
RI	33	9	27.3	7	5	71.4	3	3	100.0	1	0	0.0	44	17	38.6
SC	369	89	24.1	138	50	36.2	110	52	47.3	41	11	26.8	658	202	30.7
SD	51	24	47.1	23	18	78.3	14	12	85.7	4	1	25.0	92	55	59.8
TN	444	140	31.5	176	75	42.6	112	59	52.7	44	15	34.1	776	289	37.2
TX	1,104	230	20.8	624	302	48.4	409	252	61.6	108	50	46.3	2,248	835	37.1
UT	95	34	35.8	38	27	71.1	38	27	71.1	8	7	87.5	179	95	53.1
VT	39	14	35.9	10	3	30.0	12	8	66.7	1	0	0.0	63	25	39.7
VA	392	110	28.1	112	43	38.4	80	41	51.3	33	9	27.3	617	203	32.9
WA	231	53	22.9	55	26	47.3	51	28	54.9	14	4	28.6	351	111	31.6
WV	144	46	31.9	70	36	51.4	62	33	53.2	19	6	31.6	295	121	41.0
WI	270	85	31.5	70	41	58.6	49	28	57.1	34	9	26.5	423	163	38.5
WY	56	31	55.4	41	28	68.3	17	13	76.5	6	3	50.0	120	75	62.5
<b>USA</b>	<b>14,587</b>	<b>3,640</b>	<b>25.0</b>	<b>5,073</b>	<b>2,424</b>	<b>47.8</b>	<b>4,186</b>	<b>2,414</b>	<b>57.7</b>	<b>1,491</b>	<b>515</b>	<b>34.5</b>	<b>25,351</b>	<b>8,999</b>	<b>35.5</b>
PR	129	10	7.8	13	3	23.1	26	6	23.1	4	1	25.0	172	20	11.6

\*Total includes occupants of other and unknown light trucks.

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**Table 116**  
**2008 Ranking of State Pedestrian Fatality Rates**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	Florida	490	18,328	2.67
2	Delaware	21	873	2.41
3	Louisiana	106	4,411	2.40
4	South Carolina	100	4,480	2.23
5	Nevada	56	2,600	2.15
6	Maryland	116	5,634	2.06
7	New Mexico	39	1,984	1.97
8	Arizona	120	6,500	1.85
9	North Carolina	160	9,222	1.73
10	Texas	416	24,327	1.71
11	Mississippi	50	2,939	1.70
12	California	620	36,757	1.69
13	Arkansas	45	2,855	1.58
14	Kentucky	67	4,269	1.57
15	New Jersey	135	8,683	1.55
16	Hawaii	20	1,288	1.55
17	District of Columbia	9	592	1.52
18	New York	294	19,490	1.51
19	Georgia	146	9,686	1.51
20	Alabama	66	4,662	1.42
21	Oklahoma	51	3,642	1.40
22	Oregon	51	3,790	1.35
23	Wyoming	7	533	1.31
24	Utah	32	2,736	1.17
25	Massachusetts	75	6,498	1.15
26	Rhode Island	12	1,051	1.14
27	Michigan	114	10,003	1.14

**Table 116**  
**2008 Ranking of State Pedestrian Fatality Rates (Continued)**

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Montana	11	967	1.14
29	South Dakota	9	804	1.12
30	Pennsylvania	137	12,448	1.10
31	Missouri	63	5,912	1.07
32	Connecticut	37	3,501	1.06
33	Illinois	135	12,902	1.05
34	Virginia	76	7,769	0.98
35	Tennessee	60	6,215	0.97
36	Washington	63	6,549	0.96
37	Wisconsin	53	5,628	0.94
38	North Dakota	6	641	0.94
39	Maine	12	1,316	0.91
40	Colorado	44	4,939	0.89
41	Ohio	98	11,486	0.85
42	Indiana	54	6,377	0.85
43	Idaho	11	1,524	0.72
44	West Virginia	13	1,814	0.72
45	Kansas	19	2,802	0.68
46	Iowa	17	3,003	0.57
47	New Hampshire	7	1,316	0.53
48	Minnesota	26	5,220	0.50
49	Alaska	3	686	0.44
50	Nebraska	5	1,783	0.28
51	Vermont	1	621	0.16
	<b>USA</b>	<b>4,378</b>	<b>304,060</b>	<b>1.44</b>
	Puerto Rico	127	3,954	3.21

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**Table 117**

**Persons Killed, by State and Highest Driver Blood Alcohol Concentration (BAC) in the Crash**

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	596	62	53	5	315	33	367	38	966	100
AK	39	62	3	5	21	33	24	38	62	100
AZ	594	63	63	7	266	28	329	35	937	100
AR	392	65	34	6	171	28	205	34	600	100
CA	2,227	65	170	5	1,029	30	1,198	35	3,434	100
CO	346	63	29	5	173	32	202	37	548	100
CT	156	59	19	7	86	32	104	40	264	100
DE	72	60	3	3	45	37	49	40	121	100
DC	21	61	4	13	9	26	13	39	34	100
FL	1,930	65	165	6	875	29	1,041	35	2,978	100
GA	997	67	73	5	416	28	489	33	1,493	100
HI	56	53	8	7	42	39	50	46	107	100
ID	138	60	14	6	78	34	93	40	232	100
IL	608	58	72	7	362	35	434	42	1,043	100
IN	564	69	42	5	208	26	250	31	814	100
IA	299	73	24	6	89	22	113	27	412	100
KS	225	59	12	3	145	38	157	41	385	100
KY	599	73	26	3	200	24	226	27	826	100
LA	508	56	66	7	338	37	404	44	912	100
ME	108	70	4	3	43	28	47	30	155	100
MD	405	69	34	6	152	26	186	31	591	100
MA	210	58	27	8	124	34	151	42	363	100
MI	647	66	49	5	282	29	331	34	980	100
MN	294	64	26	6	135	30	161	35	456	100
MS	486	62	32	4	266	34	297	38	783	100
MO	595	62	53	6	310	32	364	38	960	100
MT	124	54	12	5	91	40	103	45	229	100
NE	132	63	20	10	55	27	75	36	208	100
NV	203	63	14	4	107	33	121	37	324	100
NH	87	62	8	6	45	32	53	38	139	100

**Table 117**

**Persons Killed, by State and Highest Driver Blood Alcohol Concentration (BAC) in the Crash (Continued)**

State	Highest Driver* Blood Alcohol Concentration in Crash								Total Killed**	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	392	66	43	7	154	26	197	33	590	100
NM	248	68	13	4	105	29	118	32	366	100
NY	821	67	68	5	341	28	409	33	1,231	100
NC	932	65	77	5	423	30	500	35	1,433	100
ND	52	50	5	4	47	46	52	50	104	100
OH	774	65	60	5	356	30	415	35	1,190	100
OK	475	63	29	4	244	33	274	37	749	100
OR	256	61	23	6	136	33	159	38	416	100
PA	886	60	81	6	496	34	578	39	1,468	100
RI	36	55	5	7	25	38	29	45	65	100
SC	454	49	60	6	403	44	463	50	920	100
SD	74	62	7	6	34	29	41	34	119	100
TN	648	63	59	6	327	32	386	37	1,035	100
TX	1,909	56	195	6	1,269	38	1,463	43	3,382	100
UT	220	80	9	3	46	17	55	20	275	100
VT	58	79	3	5	12	16	15	21	73	100
VA	457	55	71	9	294	36	365	44	824	100
WA	295	57	43	8	182	35	225	43	521	100
WV	236	62	15	4	128	34	142	37	380	100
WI	355	59	42	7	208	34	250	41	605	100
WY	84	53	8	5	67	42	75	47	159	100
<b>USA</b>	<b>23,317</b>	<b>63</b>	<b>2,072</b>	<b>6</b>	<b>11,773</b>	<b>32</b>	<b>13,846</b>	<b>37</b>	<b>37,261</b>	<b>100</b>
PR	236	59	30	7	132	33	162	41	399	100

\*Includes motorcycle riders.

\*\*Total includes fatalities in crashes in which there was no driver or motorcycle rider present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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**Table 118**

**Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver**

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	943	73	48	4	295	23	342	27	1,285	100
AK	71	78	2	3	18	19	20	22	91	100
AZ	932	75	63	5	241	20	304	25	1,236	100
AR	583	75	37	5	158	20	195	25	778	100
CA	3,595	76	176	4	940	20	1,115	24	4,710	100
CO	530	74	25	4	157	22	182	26	712	100
CT	256	72	18	5	82	23	99	28	355	100
DE	104	68	6	4	42	28	49	32	153	100
DC	30	69	5	12	8	19	14	31	44	100
FL	3,232	77	168	4	818	19	985	23	4,217	100
GA	1,613	78	68	3	377	18	445	22	2,057	100
HI	91	65	9	6	40	28	49	35	139	100
ID	213	71	12	4	77	26	89	29	302	100
IL	1,037	72	69	5	328	23	397	28	1,434	100
IN	888	79	40	4	190	17	230	21	1,118	100
IA	467	82	23	4	80	14	103	18	570	100
KS	344	69	18	4	135	27	152	31	496	100
KY	884	80	27	2	188	17	215	20	1,099	100
LA	790	68	69	6	308	26	377	32	1,167	100
ME	162	79	5	3	37	18	42	21	204	100
MD	641	78	36	4	141	17	177	22	817	100
MA	299	68	27	6	116	26	144	32	442	100
MI	1,090	77	52	4	268	19	320	23	1,409	100
MN	482	75	29	5	129	20	158	25	640	100
MS	710	72	28	3	247	25	275	28	985	100
MO	906	73	54	4	286	23	340	27	1,246	100
MT	191	67	11	4	82	29	93	33	284	100
NE	212	75	16	6	54	19	70	25	282	100
NV	327	74	15	3	102	23	117	26	444	100
NH	144	74	9	5	42	22	51	26	195	100

Table 118

### Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	607	75	45	6	153	19	198	25	805	100
NM	339	76	12	3	94	21	106	24	445	100
NY	1,297	76	72	4	330	19	402	24	1,699	100
NC	1,400	75	77	4	402	21	479	25	1,878	100
ND	87	63	6	4	45	33	50	37	137	100
OH	1,253	76	63	4	332	20	395	24	1,648	100
OK	759	76	28	3	215	21	243	24	1,002	100
OR	380	73	23	4	117	22	139	27	519	100
PA	1,466	73	84	4	469	23	553	27	2,019	100
RI	54	66	5	6	23	28	28	34	81	100
SC	721	62	66	6	376	32	442	38	1,163	100
SD	105	72	6	4	34	23	40	28	145	100
TN	1,026	74	51	4	304	22	355	26	1,381	100
TX	3,177	69	209	5	1,200	26	1,408	31	4,585	100
UT	297	85	9	2	45	13	53	15	350	100
VT	88	86	2	2	12	11	14	14	102	100
VA	747	69	62	6	278	26	340	31	1,087	100
WA	500	71	42	6	167	24	208	29	708	100
WV	355	74	13	3	112	23	124	26	479	100
WI	610	71	42	5	203	24	245	29	855	100
WY	126	67	5	3	56	30	61	33	187	100
<b>USA</b>	<b>37,157</b>	<b>74</b>	<b>2,083</b>	<b>4</b>	<b>10,946</b>	<b>22</b>	<b>13,029</b>	<b>26</b>	<b>50,186</b>	<b>100</b>
PR	370	69	37	7	128	24	165	31	535	100

\*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

# Chapter 5 ■ States

**Table 119**  
**Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC)**  
**of the Driver**

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	444	63	29	4	229	33	257	37	701	100
AK	24	58	1	3	16	39	17	42	41	100
AZ	336	65	32	6	151	29	183	35	519	100
AR	283	66	24	6	124	29	148	34	431	100
CA	1,249	64	83	4	619	32	702	36	1,951	100
CO	234	65	13	3	114	32	127	35	361	100
CT	102	58	10	6	62	36	73	42	175	100
DE	34	49	3	4	33	48	36	51	70	100
DC	9	54	3	18	5	29	7	46	16	100
FL	1,101	61	100	6	602	33	702	39	1,803	100
GA	691	68	43	4	288	28	330	32	1,021	100
HI	36	51	3	5	32	45	35	49	71	100
ID	98	60	6	4	60	37	66	40	164	100
IL	380	58	39	6	237	36	276	42	656	100
IN	383	69	23	4	146	26	169	31	552	100
IA	220	76	15	5	54	19	69	24	288	100
KS	158	57	11	4	108	39	119	43	277	100
KY	424	73	14	2	147	25	160	27	584	100
LA	323	56	32	6	223	39	255	44	578	100
ME	83	71	2	2	31	27	33	29	116	100
MD	237	66	23	6	97	27	120	34	357	100
MA	114	52	20	9	84	39	104	48	218	100
MI	411	65	29	5	188	30	217	35	628	100
MN	197	64	16	5	97	31	113	36	310	100
MS	353	62	16	3	199	35	215	38	568	100
MO	421	63	26	4	218	33	244	37	665	100
MT	86	55	4	2	66	42	70	45	156	100
NE	102	66	9	6	44	29	53	34	155	100
NV	112	56	10	5	77	39	86	44	198	100
NH	69	66	7	7	29	27	36	34	105	100

**Table 119**  
**Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration (BAC)**  
**of the Driver (Continued)**

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	199	62	26	8	97	30	122	38	321	100
NM	126	62	6	3	73	36	79	38	204	100
NY	457	67	35	5	190	28	224	33	681	100
NC	574	62	48	5	308	33	356	38	930	100
ND	36	53	4	6	29	42	33	47	69	100
OH	525	64	40	5	260	31	300	36	825	100
OK	340	66	13	3	161	31	174	34	514	100
OR	148	58	16	6	91	36	107	42	255	100
PA	640	61	51	5	358	34	409	39	1,049	100
RI	22	50	4	8	19	42	22	50	44	100
SC	296	48	39	6	282	46	320	52	616	100
SD	47	59	5	6	28	35	33	41	80	100
TN	490	64	31	4	246	32	277	36	767	100
TX	1,201	56	107	5	841	39	948	44	2,148	100
UT	128	77	5	3	34	20	39	23	167	100
VT	38	80	1	2	8	18	9	20	47	100
VA	304	54	45	8	218	39	264	46	567	100
WA	197	55	31	9	128	36	158	45	355	100
WV	190	67	8	3	87	31	95	33	285	100
WI	242	59	20	5	149	36	169	41	411	100
WY	60	57	1	1	44	42	45	43	105	100
<b>USA</b>	<b>14,969</b>	<b>62</b>	<b>1,179</b>	<b>5</b>	<b>8,027</b>	<b>33</b>	<b>9,206</b>	<b>38</b>	<b>24,175</b>	<b>100</b>
PR	108	52	19	9	81	39	99	48	207	100

\*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

# Chapter 5 ■ States

**Table 120**  
**Surviving Drivers Involved in Fatal Crashes, by State**  
**and Blood Alcohol Concentration (BAC) of the Driver**

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	499	86	19	3	66	11	85	14	584	100
AK	47	95	1	2	1	3	3	5	50	100
AZ	597	83	31	4	90	13	121	17	717	100
AR	300	86	13	4	34	10	47	14	347	100
CA	2,346	85	93	3	320	12	413	15	2,759	100
CO	295	84	13	4	43	12	56	16	351	100
CT	154	85	7	4	19	11	27	15	180	100
DE	70	84	4	5	9	11	13	16	83	100
DC	22	77	3	9	4	14	6	23	28	100
FL	2,131	88	67	3	216	9	283	12	2,414	100
GA	922	89	25	2	89	9	114	11	1,036	100
HI	54	80	6	9	8	11	14	20	68	100
ID	116	84	5	4	17	12	23	16	138	100
IL	656	84	30	4	91	12	122	16	778	100
IN	505	89	17	3	44	8	61	11	566	100
IA	248	88	8	3	26	9	34	12	282	100
KS	186	85	7	3	27	12	33	15	219	100
KY	460	89	14	3	41	8	55	11	515	100
LA	468	79	36	6	85	14	121	21	589	100
ME	79	90	3	4	6	6	9	10	88	100
MD	404	88	13	3	44	10	56	12	460	100
MA	184	82	8	3	32	14	40	18	224	100
MI	678	87	23	3	80	10	103	13	781	100
MN	284	86	13	4	33	10	46	14	330	100
MS	357	86	12	3	48	11	60	14	417	100
MO	485	83	29	5	68	12	96	17	581	100
MT	105	82	8	6	16	13	24	18	128	100
NE	111	87	7	6	9	7	16	13	127	100
NV	215	87	6	2	25	10	31	13	246	100
NH	75	83	2	2	14	15	15	17	90	100

Table 120

### Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver (Continued)

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	409	84	19	4	56	12	76	16	484	100
NM	213	89	6	3	22	9	28	11	241	100
NY	841	83	37	4	141	14	177	17	1,018	100
NC	826	87	29	3	94	10	122	13	948	100
ND	50	74	2	2	16	24	18	26	68	100
OH	728	88	23	3	72	9	95	12	823	100
OK	419	86	15	3	54	11	69	14	488	100
OR	232	88	7	3	25	10	32	12	264	100
PA	827	85	33	3	111	11	143	15	970	100
RI	32	85	1	3	4	12	5	15	37	100
SC	426	78	27	5	95	17	122	22	547	100
SD	57	88	1	2	6	10	8	12	65	100
TN	536	87	21	3	58	9	79	13	614	100
TX	1,976	81	102	4	359	15	461	19	2,437	100
UT	169	92	3	2	11	6	14	8	183	100
VT	51	92	1	2	3	6	4	8	55	100
VA	443	85	17	3	60	12	77	15	520	100
WA	303	86	11	3	39	11	50	14	353	100
WV	165	85	4	2	25	13	29	15	194	100
WI	368	83	22	5	54	12	76	17	444	100
WY	66	81	4	5	12	14	16	19	82	100
<b>USA</b>	<b>22,188</b>	<b>85</b>	<b>904</b>	<b>3</b>	<b>2,919</b>	<b>11</b>	<b>3,823</b>	<b>15</b>	<b>26,011</b>	<b>100</b>
PR	262	80	19	6	47	14	66	20	328	100

\*Includes motorcycle riders.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

# Chapter 5 ■ States

**Table 121**  
**Speeding-Related Traffic Fatalities, by Road Type and Speed Limit**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	966	447	25	1	106	12	137	48	41	36
AK	62	33	9	5	6	1	4	1	2	3
AZ	937	373	64	9	23	13	81	46	24	44
AR	600	63	3	0	21	2	15	6	12	2
CA	3,434	1,141	161	23	237	44	108	97	175	118
CO	548	210	18	9	29	8	22	23	40	30
CT	264	83	11	10	5	3	3	6	11	34
DE	121	36	1	3	10	14	3	3	0	2
DC	34	12	0	2	0	0	0	0	0	10
FL	2,978	553	55	18	83	16	106	52	79	90
GA	1,493	309	19	16	91	4	71	11	50	23
HI	107	50	0	5	4	3	5	0	18	14
ID	232	74	12	2	6	8	9	2	13	4
IL	1,043	385	47	9	154	9	43	17	32	62
IN	814	250	24	10	64	10	32	30	35	39
IA	412	41	2	0	19	3	2	3	5	4
KS	385	96	6	2	34	2	8	5	4	13
KY	826	154	10	5	80	2	20	0	26	9
LA	912	250	18	5	90	12	45	14	31	19
ME	155	53	3	0	4	8	17	2	10	3
MD	591	191	10	12	32	24	7	27	30	43
MA	363	97	7	7	2	1	7	15	19	30
MI	980	232	28	2	122	3	16	1	15	31
MN	456	134	23	6	57	1	7	4	2	23
MS	783	327	30	2	125	11	55	10	38	19
MO	960	441	46	16	121	14	27	22	65	52
MT	229	72	10	0	3	1	5	1	9	6
NE	208	32	6	0	3	2	1	0	3	4
NV	324	93	11	0	8	3	22	1	15	13
NH	139	40	4	0	2	9	4	4	4	12

**Table 121**  
**Speeding-Related Traffic Fatalities, by Road Type and Speed Limit (Continued)**

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	590	65	2	3	3	15	12	6	6	15
NM	366	70	8	0	10	5	9	2	4	11
NY	1,231	410	9	12	144	8	34	28	18	58
NC	1,433	475	28	1	240	3	126	4	45	11
ND	104	27	5	0	13	1	0	0	2	3
OH	1,190	269	26	7	121	7	23	7	43	26
OK	749	221	27	4	26	2	61	7	15	15
OR	416	128	9	4	57	4	12	7	6	8
PA	1,468	718	51	35	171	9	127	97	158	63
RI	65	20	0	0	0	1	2	1	3	9
SC	920	351	35	3	96	11	86	19	52	32
SD	119	37	6	1	15	1	5	0	3	0
TN	1,035	243	20	9	47	14	59	20	28	40
TX	3,382	1,422	138	54	184	49	143	108	122	136
UT	275	98	24	0	7	6	4	12	10	8
VT	73	25	5	0	0	12	0	1	7	0
VA	824	246	20	14	105	4	39	11	23	21
WA	521	216	13	1	21	27	14	10	58	28
WV	380	97	5	1	36	0	14	2	11	12
WI	605	198	11	2	103	0	16	3	14	30
WY	159	66	13	0	11	2	3	4	2	4
<b>USA</b>	<b>37,261</b>	<b>*11,674</b>	<b>1,118</b>	<b>330</b>	<b>2,951</b>	<b>424</b>	<b>1,671</b>	<b>800</b>	<b>1,438</b>	<b>1,322</b>
PR	399	162	34	0	4	3	22	6	77	15

\*Of the total number of speeding-related fatalities in 2008, 4,814 occurred on roads with posted speed limits between 55 and 65 mph, and 717 occurred on roads with speed limits above 65 mph.

Note: The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown.

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**Table 122**  
**Rural Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	10.28	93.4	9.51	93.2	NA	NA	NA	NA	546
AK	4.08	39.0	18.04	43.9	50.00	75.6	54.50	80.5	41
AZ	3.72	29.7	16.25	27.5	51.23	94.6	66.47	95.3	404
AR	6.10	28.9	13.62	27.9	23.23	82.9	43.65	83.1	409
CA	6.13	99.3	12.00	99.8	17.00	99.9	27.00	99.9	1,169
CO	5.48	50.4	13.34	53.2	40.24	76.4	56.88	77.2	250
CT	1.21	24.0	6.98	18.0	36.44	64.0	44.33	64.0	50
DE	6.04	6.8	9.89	8.5	29.08	57.6	45.20	57.6	59
DC	2.00	50.0	NA	NA	NA	NA	NA	NA	2
FL	4.57	18.8	8.86	14.3	NA	NA	NA	NA	1,004
GA	2.24	8.3	10.54	7.6	42.70	39.5	54.25	40.5	635
HI	5.13	12.7	10.51	7.3	39.09	40.0	49.90	43.6	55
ID	4.30	7.3	13.34	5.5	NA	NA	NA	NA	164
IL	4.42	3.4	22.00	99.7	NA	NA	NA	NA	382
IN	3.60	0.0	7.86	0.0	NA	NA	NA	NA	460
IA	4.09	20.8	11.40	20.5	30.65	48.7	45.41	49.0	308
KS	7.10	9.0	11.45	6.7	38.74	41.0	54.58	42.9	268
KY	3.74	9.5	11.17	9.1	35.06	47.9	48.82	48.1	570
LA	6.53	5.2	13.84	3.4	41.19	42.6	59.34	44.0	441
ME	4.19	3.8	8.94	3.1	32.52	52.3	43.02	53.1	130
MD	NA	NA	NA	NA	NA	NA	NA	NA	197
MA	2.56	40.0	7.09	26.7	38.50	53.3	46.07	53.3	30
MI	3.68	28.0	9.04	29.9	NA	NA	85.00	99.8	539
MN	2.03	23.1	12.20	34.8	34.18	69.3	45.33	70.3	290
MS	20.26	66.4	24.24	67.1	27.48	72.5	70.64	72.6	563
MO	8.07	48.7	13.70	42.3	41.88	65.5	62.07	66.3	522
MT	7.64	8.9	16.08	6.3	38.67	40.6	58.41	42.7	192
NE	6.90	51.9	11.45	49.4	32.57	67.3	51.87	67.9	162
NV	10.08	14.7	20.03	11.0	41.83	50.5	63.22	58.7	109
NH	0.57	1.7	8.61	1.7	19.05	26.5	27.22	26.5	117

Table 122

### Rural Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	11.78	61.4	16.38	54.3	28.76	70.0	53.90	70.0	70
NM	NA	NA	NA	NA	NA	NA	NA	NA	231
NY	2.78	27.8	8.52	29.2	38.50	60.8	47.73	61.2	582
NC	3.56	64.7	9.74	64.7	41.54	79.5	52.34	80.2	927
ND	8.93	15.3	15.58	9.4	39.23	43.5	58.76	45.9	85
OH	6.43	26.0	10.54	25.8	36.18	44.1	51.55	45.2	691
OK	7.86	54.1	12.42	25.8	39.56	60.4	55.42	61.3	462
OR	5.05	10.5	13.27	5.3	49.01	57.9	61.20	59.8	266
PA	5.97	61.5	11.17	50.9	39.88	79.8	53.40	80.1	749
RI	1.60	23.1	7.90	23.1	40.50	69.2	51.00	69.2	13
SC	NA	NA	NA	NA	NA	NA	NA	NA	800
SD	3.44	37.2	14.03	37.2	30.80	62.8	47.73	64.9	94
TN	13.00	97.5	11.04	95.8	40.75	97.1	60.57	97.5	553
TX	8.72	37.0	14.88	36.7	39.60	54.9	59.88	56.6	1,535
UT	5.70	14.1	13.90	18.1	25.00	98.7	34.00	98.7	149
VT	2.89	21.4	11.44	10.7	36.08	35.7	50.80	37.5	56
VA	NA	NA	NA	NA	NA	NA	NA	NA	440
WA	5.99	43.1	10.72	22.7	42.21	70.0	53.89	70.8	260
WV	5.22	38.2	14.76	35.2	42.71	66.1	59.31	67.8	233
WI	4.88	14.8	11.34	16.4	35.49	60.2	50.03	60.7	379
WY	7.59	21.0	19.27	19.3	38.90	58.8	59.28	60.5	119
<b>USA</b>	<b>5.49</b>	<b>44.5</b>	<b>12.00</b>	<b>44.5</b>	<b>37.93</b>	<b>74.6</b>	<b>54.20</b>	<b>75.3</b>	<b>18,762</b>
PR	9.49	77.2	10.53	79.7	NA	NA	NA	NA	197

\*Includes crashes for which both times were known.

NA = not available or not applicable.

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**Table 123**  
**Urban Fatal Crashes, by State and Average Emergency Medical Services (EMS) Response Times**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	7.00	95.8	8.38	95.8	NA	NA	NA	NA	310
AK	1.67	57.1	5.67	57.1	21.80	64.3	28.40	64.3	14
AZ	1.57	32.6	6.23	34.2	28.94	92.5	42.66	92.7	438
AR	5.05	16.1	6.65	15.4	23.22	87.4	35.33	87.4	143
CA	2.85	99.3	4.63	99.6	16.00	99.8	24.50	99.7	1,976
CO	1.42	38.1	4.82	43.5	21.18	65.0	27.13	65.0	223
CT	1.28	14.0	5.68	20.2	26.02	53.4	33.49	53.4	193
DE	2.33	4.4	8.05	11.1	19.76	53.3	29.32	51.1	45
DC	5.53	50.0	5.29	53.3	33.85	56.7	45.62	56.7	30
FL	2.84	27.8	5.63	24.2	NA	NA	NA	NA	1,645
GA	2.28	10.6	7.57	10.4	32.06	34.4	41.85	34.4	633
HI	4.22	23.4	6.76	19.1	26.46	21.3	36.68	21.3	47
ID	2.78	6.3	5.07	4.2	NA	NA	NA	NA	48
IL	2.55	2.5	6.50	99.6	NA	NA	31.00	99.8	567
IN	3.86	2.3	7.90	0.4	NA	NA	NA	NA	261
IA	3.06	20.0	6.04	20.0	22.48	48.3	28.71	48.3	60
KS	2.28	7.5	5.32	5.0	27.33	38.8	35.54	40.0	80
KY	2.21	6.6	6.77	7.7	26.31	30.8	35.32	30.8	182
LA	4.41	9.8	8.16	7.4	28.56	43.9	40.23	44.9	376
ME	3.00	0.0	5.79	0.0	22.82	21.4	31.73	21.4	14
MD	NA	NA	NA	NA	NA	NA	NA	NA	340
MA	3.67	26.1	5.40	15.3	26.18	42.0	33.34	43.0	307
MI	2.84	49.7	5.44	48.9	NA	NA	NA	NA	376
MN	0.99	27.5	5.51	38.9	25.24	65.6	30.89	65.6	131
MS	14.88	60.8	22.78	60.8	24.29	69.6	60.53	69.6	148
MO	4.78	57.3	7.37	51.4	25.91	70.6	36.56	70.6	323
MT	2.42	25.0	4.38	18.8	25.73	31.3	33.20	37.5	16
NE	2.70	11.5	4.92	7.7	19.41	34.6	27.25	38.5	26
NV	3.32	9.3	7.62	10.8	22.85	38.1	33.02	38.1	194
NH	1.91	0.0	4.36	0.0	11.90	9.1	18.20	9.1	11

**Table 123**  
**Urban Fatal Crashes, by State and Average Emergency Medical Services (EMS)**  
**Response Times (Continued)**

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	5.43	68.9	9.33	64.3	28.41	73.0	42.61	73.2	482
NM	NA	NA	NA	NA	NA	NA	NA	NA	93
NY	2.80	52.0	7.54	52.3	31.10	72.1	38.14	72.8	585
NC	2.41	56.2	6.91	56.2	27.26	69.5	36.19	69.8	397
ND	1.75	0.0	4.17	0.0	15.56	25.0	22.00	25.0	12
OH	4.24	18.9	6.03	18.4	26.72	33.9	36.15	33.9	407
OK	3.96	55.1	5.91	34.3	29.14	54.6	36.12	56.0	207
OR	0.67	1.9	5.40	1.0	29.62	43.7	35.59	43.7	103
PA	3.18	56.5	7.30	45.3	27.17	69.3	35.95	69.5	609
RI	3.38	51.2	4.76	32.6	31.62	51.2	39.30	53.5	43
SC	NA	NA	NA	NA	NA	NA	NA	NA	40
SD	1.38	0.0	5.00	7.7	22.00	23.1	28.30	23.1	13
TN	7.20	98.7	5.40	98.7	49.50	99.0	60.80	98.7	397
TX	4.81	33.7	7.72	33.2	28.21	52.1	40.63	52.3	1,423
UT	2.33	24.2	5.91	31.6	NA	NA	NA	NA	95
VT	1.11	10.0	6.40	0.0	35.33	10.0	42.78	10.0	10
VA	NA	NA	NA	NA	NA	NA	NA	NA	317
WA	2.83	25.2	5.99	12.4	35.94	61.0	43.60	61.5	218
WV	4.39	44.6	7.79	47.5	28.41	71.3	38.47	70.3	101
WI	1.97	18.1	6.61	24.7	30.09	50.0	38.76	49.5	182
WY	4.28	10.0	5.56	10.0	22.46	35.0	31.46	35.0	20
<b>USA</b>	<b>3.26</b>	<b>47.1</b>	<b>6.81</b>	<b>49.3</b>	<b>27.93</b>	<b>75.6</b>	<b>37.99</b>	<b>75.7</b>	<b>14,911</b>
PR	10.23	83.5	11.41	84.1	NA	NA	NA	NA	182

\*Includes crashes for which both times were known.  
 NA = not available or not applicable.

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**Table 124**  
**Persons Killed, Population, and Fatality Rates by City**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	287	150	52.3	8,363,710	3.43
Los Angeles	CA	293	95	32.4	3,833,995	7.64
Chicago	IL	168	56	33.3	2,853,114	5.89
Houston	TX	216	53	24.5	2,242,193	9.63
Phoenix	AZ	153	42	27.5	1,567,924	9.76
Philadelphia	PA	90	31	34.4	1,447,395	6.22
San Antonio	TX	117	21	17.9	1,351,305	8.66
Dallas	TX	124	29	23.4	1,279,910	9.69
San Diego	CA	84	22	26.2	1,279,329	6.57
San Jose	CA	42	14	33.3	948,279	4.43
Detroit	MI	94	27	28.7	912,062	10.31
San Francisco	CA	35	15	42.9	808,976	4.33
Jacksonville	FL	116	16	13.8	807,815	14.36
Indianapolis	IN	87	13	14.9	798,382	10.90
Austin	TX	54	14	25.9	757,688	7.13
Columbus	OH	65	17	26.2	754,885	8.61
Fort Worth	TX	62	19	30.6	703,073	8.82
Charlotte	NC	61	10	16.4	687,456	8.87
Memphis	TN	101	12	11.9	669,651	15.08
Baltimore	MD	48	10	20.8	636,919	7.54
El Paso	TX	47	12	25.5	613,190	7.66
Boston	MA	26	13	50.0	609,023	4.27
Milwaukee	WI	33	11	33.3	604,477	5.46
Denver	CO	46	15	32.6	598,707	7.68
Seattle	WA	24	10	41.7	598,541	4.01
Nashville-Davidson	TN	68	10	14.7	596,462	11.40
Washington	DC	34	9	26.5	591,833	5.74
Las Vegas	NV	40	12	30.0	558,383	7.16
Portland	OR	19	5	26.3	557,706	3.41
Louisville-Jefferson Co.	KY	73	22	30.1	557,224	13.10
Oklahoma City	OK	74	10	13.5	551,789	13.41
Tucson	AZ	56	4	7.1	541,811	10.34
Atlanta	GA	59	18	30.5	537,958	10.97
Albuquerque	NM	44	13	29.5	521,999	8.43
Fresno	CA	38	11	28.9	476,050	7.98
Sacramento	CA	29	8	27.6	463,794	6.25
Long Beach	CA	28	7	25.0	463,789	6.04
Mesa	AZ	35	8	22.9	463,552	7.55
Kansas City	MO	59	10	16.9	451,572	13.07

Source: Population—Bureau of the Census.

**Table 124**  
**Persons Killed, Population, and Fatality Rates by City (Continued)**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Omaha	NE	11	1	9.1	438,646	2.51
Cleveland	OH	48	8	16.7	433,748	11.07
Virginia Beach	VA	30	3	10.0	433,746	6.92
Miami	FL	54	21	38.9	413,201	13.07
Oakland	CA	34	15	44.1	404,155	8.41
Raleigh	NC	37	11	29.7	392,552	9.43
Tulsa	OK	54	10	18.5	385,635	14.00
Minneapolis	MN	24	3	12.5	382,605	6.27
Colorado Springs	CO	24	1	4.2	380,307	6.31
Honolulu CDP	HI	18	7	38.9	374,676	4.80
Arlington	TX	29	5	17.2	374,417	7.75
Wichita	KS	27	2	7.4	366,046	7.38
St. Louis	MO	45	8	17.8	354,361	12.70
Tampa	FL	41	15	36.6	340,882	12.03
Santa Ana	CA	15	3	20.0	339,130	4.42
Anaheim	CA	24	1	4.2	335,288	7.16
Cincinnati	OH	27	7	25.9	333,336	8.10
Bakersfield	CA	31	11	35.5	321,078	9.65
Aurora	CO	22	2	9.1	319,057	6.90
New Orleans	LA	35	12	34.3	311,853	11.22
Pittsburgh	PA	15	8	53.3	310,037	4.84
Riverside	CA	23	5	21.7	295,357	7.79
Toledo	OH	21	3	14.3	293,201	7.16
Stockton	CA	28	12	42.9	287,037	9.75
Corpus Christi	TX	16	3	18.8	286,462	5.59
Lexington-Fayette	KY	31	9	29.0	282,114	10.99
St. Paul	MN	7	1	14.3	279,590	2.50
Anchorage	AK	14	2	14.3	279,243	5.01
Newark	NJ	26	7	26.9	278,980	9.32
Buffalo	NY	11	5	45.5	270,919	4.06
Plano	TX	9	0	0.0	267,480	3.36
Henderson	NV	10	1	10.0	252,064	3.97
Lincoln	NE	5	1	20.0	251,624	1.99
Fort Wayne	IN	21	3	14.3	251,591	8.35
Glendale	AZ	18	3	16.7	251,522	7.16
Greensboro	NC	29	2	6.9	250,642	11.57
Chandler	AZ	9	1	11.1	247,140	3.64

Source: Population—Bureau of the Census.

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**Table 124**  
**Persons Killed, Population, and Fatality Rates by City (Continued)**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
St. Petersburg	FL	35	10	28.6	245,314	14.27
Jersey City	NJ	7	0	0.0	241,114	2.90
Scottsdale	AZ	16	2	12.5	235,371	6.80
Norfolk	VA	19	3	15.8	234,220	8.11
Madison	WI	8	1	12.5	231,916	3.45
Orlando	FL	46	5	10.9	230,519	19.95
Birmingham	AL	31	7	22.6	228,798	13.55
Baton Rouge	LA	27	5	18.5	223,689	12.07
Durham	NC	9	2	22.2	223,284	4.03
Laredo	TX	20	9	45.0	221,659	9.02
Lubbock	TX	33	5	15.2	220,483	14.97
Chesapeake	VA	11	1	9.1	220,111	5.00
Chula Vista	CA	16	6	37.5	219,318	7.30
Garland	TX	13	2	15.4	218,577	5.95
Winston-Salem	NC	18	0	0.0	217,600	8.27
North Las Vegas	NV	14	1	7.1	217,253	6.44
Reno	NV	7	3	42.9	217,016	3.23
Gilbert	AZ	7	0	0.0	216,449	3.23
Hialeah	FL	16	8	50.0	210,542	7.60
Arlington CDP	VA	1	0	0.0	209,969	0.48
Akron	OH	9	3	33.3	207,510	4.34
Irvine	CA	7	1	14.3	207,500	3.37
Rochester	NY	4	1	25.0	206,886	1.93
Boise City	ID	7	0	0.0	205,314	3.41
Modesto	CA	8	1	12.5	202,967	3.94
Fremont	CA	12	4	33.3	202,867	5.92
Montgomery	AL	19	4	21.1	202,696	9.37
Spokane	WA	4	0	0.0	202,319	1.98
Richmond	VA	20	5	25.0	202,002	9.90
Yonkers	NY	8	3	37.5	201,588	3.97
Irving	TX	21	2	9.5	201,358	10.43
Shreveport	LA	15	3	20.0	199,729	7.51
San Bernardino	CA	34	3	8.8	198,580	17.12
Tacoma	WA	8	3	37.5	197,181	4.06
Glendale	CA	7	3	42.9	197,176	3.55
Des Moines	IA	9	2	22.2	197,052	4.57
Augusta-Richmond Co.	GA	38	6	15.8	194,149	19.57
Grand Rapids	MI	9	0	0.0	193,396	4.65
Huntington Beach	CA	12	5	41.7	192,620	6.23
Mobile	AL	29	5	17.2	191,022	15.18

Source: Population—Bureau of the Census.

**Table 124**  
**Persons Killed, Population, and Fatality Rates by City (Continued)**

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Moreno Valley	CA	3	1	33.3	190,871	1.57
Little Rock	AR	34	9	26.5	189,515	17.94
Amarillo	TX	19	6	31.6	187,236	10.15
Columbus	GA	20	0	0.0	186,984	10.70
Oxnard	CA	14	2	14.3	185,717	7.54
Fontana	CA	15	5	33.3	184,984	8.11
Knoxville	TN	23	3	13.0	184,802	12.45
Fort Lauderdale	FL	41	10	24.4	183,126	22.39
Salt Lake City	UT	30	8	26.7	181,698	16.51
Newport News	VA	9	1	11.1	179,614	5.01
Huntsville	AL	23	5	21.7	176,645	13.02
Tempe	AZ	13	5	38.5	175,523	7.41
Brownsville	TX	14	4	28.6	175,494	7.98
Worcester	MA	7	1	14.3	175,011	4.00
Fayetteville	NC	15	3	20.0	174,091	8.62
Jackson	MS	27	5	18.5	173,861	15.53
Tallahassee	FL	11	2	18.2	171,922	6.40
Aurora	IL	4	0	0.0	171,782	2.33
Ontario	CA	19	5	26.3	171,691	11.07
Providence	RI	8	4	50.0	171,557	4.66
Overland Park	KS	10	3	30.0	171,231	5.84
Rancho Cucamonga	CA	11	1	9.1	171,176	6.43
Chattanooga	TN	28	5	17.9	170,880	16.39
Oceanside	CA	8	2	25.0	169,684	4.71
Santa Clarita	CA	12	2	16.7	169,500	7.08
Garden Grove	CA	14	4	28.6	165,796	8.44
Vancouver	WA	2	1	50.0	163,186	1.23
Grand Prairie	TX	11	2	18.2	160,641	6.85
Peoria	AZ	15	0	0.0	157,960	9.50
Rockford	IL	11	3	27.3	157,272	6.99
Cape Coral	FL	15	1	6.7	156,835	9.56
Springfield	MO	19	1	5.3	156,206	12.16
Santa Rosa	CA	7	1	14.3	155,796	4.49
Sioux Falls	SD	5	0	0.0	154,997	3.23
Port St. Lucie	FL	7	1	14.3	154,353	4.54
Dayton	OH	12	2	16.7	154,200	7.78
Salem	OR	12	5	41.7	153,435	7.82
Pomona	CA	9	4	44.4	152,699	5.89
Springfield	MA	7	0	0.0	150,640	4.65
Eugene	OR	6	1	16.7	150,104	4.00

Source: Population—Bureau of the Census.

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**Table 125**  
**Fatalities and Fatality Rates by State, 1975-2008**

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2008	Difference, 1975-2008	1975	1985	1990	1995	2000	2008	Difference, 1975-2008
AL	902	882	1,121	1,114	996	966	+7%	3.63	2.51	2.65	2.20	1.76	—	—
AK	112	127	98	87	106	62	-45%	4.38	3.17	2.51	2.11	2.30	—	—
AZ	670	893	869	1,035	1,036	937	+40%	4.19	4.14	2.45	2.61	2.11	—	—
AR	559	534	604	631	652	600	+7%	4.01	3.12	2.87	2.37	2.24	—	—
CA	4,092	4,960	5,192	4,192	3,753	3,434	-16%	3.09	2.39	2.01	1.52	1.22	—	—
CO	581	579	544	645	681	548	-6%	3.50	2.21	2.00	1.84	1.63	—	—
CT	389	448	385	317	341	264	-32%	2.13	2.00	1.46	1.13	1.11	—	—
DE	122	104	138	121	123	121	-1%	3.37	1.94	2.11	1.61	1.49	—	—
DC	70	60	48	58	48	34	-51%	2.27	1.86	1.41	1.67	1.37	—	—
FL	1,998	2,832	2,891	2,805	2,999	2,978	+49%	3.24	3.22	2.63	2.19	1.99	—	—
GA	1,360	1,361	1,562	1,488	1,541	1,493	+10%	3.46	2.53	2.22	1.74	1.47	—	—
HI	144	126	177	130	132	107	-26%	3.47	1.86	2.19	1.64	1.55	—	—
ID	281	255	244	262	276	232	-17%	4.78	3.31	2.48	2.13	2.04	—	—
IL	2,041	1,534	1,589	1,586	1,418	1,043	-49%	3.56	2.17	1.91	1.68	1.38	—	—
IN	1,128	974	1,049	960	886	814	-28%	3.02	2.39	1.95	1.49	1.25	—	—
IA	670	474	465	527	445	412	-39%	3.75	2.35	2.02	2.03	1.51	—	—
KS	509	486	444	442	461	385	-24%	3.29	2.52	1.94	1.76	1.64	—	—
KY	863	712	849	849	820	826	-4%	3.50	2.50	2.52	2.07	1.75	—	—
LA	934	931	959	894	938	912	-2%	4.60	2.79	2.53	2.31	2.30	—	—
ME	223	206	213	187	169	155	-30%	3.14	2.22	1.79	1.49	1.19	—	—
MD	670	729	707	671	588	591	-12%	2.66	2.19	1.74	1.50	1.17	—	—
MA	864	742	605	444	433	363	-58%	2.75	1.87	1.31	0.92	0.82	—	—
MI	1,779	1,545	1,571	1,530	1,382	980	-45%	3.06	2.29	1.94	1.79	1.41	—	—
MN	754	608	566	597	625	456	-40%	2.94	1.86	1.45	1.35	1.19	—	—
MS	546	662	750	868	949	783	+43%	3.80	3.45	3.07	2.94	2.67	—	—
MO	1,045	931	1,097	1,109	1,157	960	-8%	3.41	2.37	2.16	1.87	1.72	—	—
MT	291	223	212	215	237	229	-21%	5.08	3.03	2.54	2.28	2.40	—	—
NE	369	237	262	254	276	208	-44%	3.29	1.97	1.88	1.61	1.53	—	—
NV	218	259	343	313	323	324	+49%	4.74	3.42	3.36	2.24	1.83	—	—
NH	151	191	158	118	126	139	-8%	2.85	2.53	1.61	1.11	1.05	—	—

**Table 125**  
**Fatalities and Fatality Rates by State, 1975-2008 (Continued)**

State	Fatalities							Fatality Rate per 100 Million Vehicle Miles Traveled						
	1975	1985	1990	1995	2000	2008	Difference, 1975-2008	1975	1985	1990	1995	2000	2008	Difference, 1975-2008
NJ	1,043	964	886	774	731	590	-43%	2.15	1.83	1.50	1.27	1.08	—	—
NM	555	535	499	485	432	366	-34%	5.59	4.03	3.09	2.29	1.90	—	—
NY	2,366	2,006	2,217	1,679	1,460	1,231	-48%	3.63	2.22	2.07	1.46	1.13	—	—
NC	1,506	1,482	1,385	1,448	1,557	1,433	-5%	4.14	2.97	2.21	1.90	1.74	—	—
ND	167	90	112	74	86	104	-38%	3.71	1.61	1.90	1.13	1.19	—	—
OH	1,766	1,646	1,638	1,360	1,366	1,190	-33%	2.75	2.18	1.79	1.35	1.29	—	—
OK	757	744	641	669	650	749	-1%	3.33	2.39	1.93	1.74	1.50	—	—
OR	562	559	579	574	451	416	-26%	3.53	2.61	2.17	1.91	1.33	—	—
PA	2,078	1,771	1,646	1,480	1,520	1,468	-29%	3.26	2.35	1.92	1.57	1.49	—	—
RI	110	109	84	69	80	65	-41%	1.94	1.87	1.14	1.00	0.96	—	—
SC	820	951	979	881	1,065	920	+12%	3.98	3.56	2.85	2.28	2.34	—	—
SD	195	130	153	158	173	119	-39%	3.76	2.07	2.19	2.06	2.05	—	—
TN	1,126	1,101	1,177	1,259	1,307	1,035	-8%	3.42	3.03	2.52	2.24	1.99	—	—
TX	3,372	3,678	3,250	3,183	3,779	3,382	+0%	3.99	2.57	2.08	1.76	1.72	—	—
UT	272	303	272	325	373	275	+1%	3.42	2.52	1.86	1.73	1.65	—	—
VT	143	115	90	106	76	73	-49%	4.32	2.45	1.54	1.71	1.12	—	—
VA	993	976	1,079	900	929	824	-17%	2.87	2.04	1.79	1.29	1.24	—	—
WA	758	744	825	653	631	521	-31%	3.16	2.16	1.85	1.33	1.18	—	—
WV	461	420	481	376	411	380	-18%	4.36	3.32	3.12	2.16	2.14	—	—
WI	930	744	769	745	799	605	-35%	3.25	2.03	1.74	1.45	1.40	—	—
WY	210	152	125	170	152	159	-24%	5.36	2.81	2.14	2.41	1.88	—	—
<b>USA</b>	<b>44,525</b>	<b>43,825</b>	<b>44,599</b>	<b>41,817</b>	<b>41,945</b>	<b>37,261</b>	<b>-16%</b>	<b>3.35</b>	<b>2.47</b>	<b>2.08</b>	<b>1.73</b>	<b>1.53</b>	—	—
PR	496	600	473	595	568	399	-20%	7.27	5.74	3.68	3.83	3.23	—	—

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

# Chapter 5 ■ States

**Table 126**  
**Key Provisions of Occupant Restraint Laws**

State	Seat Belt		Child Restraint <sup>(1)</sup>		Seat Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
	Enforcement	First Fine	Required	First Fine	Seats	Ages <sup>(3)</sup>	
AL	Primary	\$25	4 years and under and <40 lb, child restraint; booster seat until age 6 <sup>(5)</sup>	\$25 <sup>(6)</sup>	Front	Under 15	Designed for >10 passengers, model year <1965, rural mail carriers, newspaper delivery, vehicles normally operating in reverse.
AK	Primary	\$15	3 years and under <sup>(7)</sup>	\$50 <sup>(8)</sup>	All	All	School bus, emergency vehicles, mail or newspaper delivery, non-highway vehicles generally (off road or snowmobile).
AZ	Secondary <sup>(9)</sup>	\$10	4 years and under	\$50	Front	Under 16, all seats	Designed for >10 passengers, model year <1972, rural mail carriers.
AR	Secondary <sup>(10)</sup>	\$25	5 years and under and <60 lb <sup>(11)</sup>	\$25-\$100	Front	14 and under, all seats	School, church, or public bus; model year <1968; rural postal vehicles.
CA	Primary	\$20 <sup>(12)</sup>	5 years and under or <60 lb <sup>(13)</sup>	\$100 <sup>(14)</sup>	All	All	Emergency vehicles, rural postal service vehicles, newspaper delivery vehicles, recycling vehicles, taxis.
CO	Secondary <sup>(15)</sup>	\$71 <sup>(16)</sup>	5 years and under and <55 inches tall <sup>(17)</sup>	\$81	Front	Under 16	Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services.
CT	Primary	\$15 <sup>(18)</sup>	1-6 years or <60 lb in child restraint system <sup>(19)</sup>	\$60	Front	Under 16	Truck or bus >15,000 lb; public, emergency, and delivery vehicles; postal service vehicles; newspaper delivery vehicles.
DE	Primary	\$25	7 years and under and 65 lb or less in age- and weight-appropriate restraint; 8-15 years or >65 lb in seat belt	\$25	All	All	Postal service vehicles, tractors, off-highway vehicles, electric personal assistive mobility devices.
DC	Primary	\$50 <sup>(20)</sup>	7 years and under	\$75 <sup>(21)</sup>	All	All	Seating for >8 people, taxis (6pm-6am), vehicles with 3 wheels or less, farm vehicles.

<sup>(1)</sup>May include rear-facing child restraint seats, forward-facing child restraint seats, and booster seats.

<sup>(2)</sup>Many States exempt persons who for medical reasons cannot use a seat belt and vehicles not originally required to be equipped with seat belts.

<sup>(3)</sup>The word "all" used in this category means that everyone in the vehicle must be restrained. For children, that may be in a child restraint.

<sup>(4)</sup>Exemptions for emergency vehicles and buses generally do not apply to the driver.

<sup>(5)</sup>Child restraint law: rear-facing seat until 1 year or 20 lb; forward-facing child restraint until 5 years or 40 lb; booster seat until 6 years.

<sup>(6)</sup>First violation, 1 point; second or subsequent violation, 2 points.

<sup>(7)</sup>Children >3 years but <16 years must be restrained in a device appropriate for children of that age, as determined by the U.S. Department of Transportation.

<sup>(8)</sup>Two points for child restraint violation.

<sup>(9)</sup>Law enforcement may stop a vehicle for an apparent violation of the child restraint law as to children under 5.

<sup>(10)</sup>If motorist is wearing belt when stopped for another violation, the fine for that violation is reduced by \$10.

<sup>(11)</sup>Children 6 years or >60 lb may be in a seat belt.

<sup>(12)</sup>Court may substitute traffic safety school for fine with regard to first offense. Fine for second and subsequent offenses is \$50.

<sup>(13)</sup><1 year or <20 lb or in rear-facing restraint may not ride in front if front passenger air bag is activated; <60 lb in rear seat if available.

<sup>(14)</sup>One point for child restraint violation; operators liable for children <16 years not wearing seat belt or proper child safety restraint.

<sup>(15)</sup>Primary enforcement for child safety restraints.

<sup>(16)</sup>Fine for first offense by minor driver is \$65.

<sup>(17)</sup><1 year and <20 lb in rear-facing restraint system; 1-3 years and 20-39 lb in forward-facing child safety seat; 4-5 years and <55 inches tall in booster seat.

<sup>(18)</sup>If driver under 18 years commits a violation, he/she is subject to a \$75 fine.

<sup>(19)</sup>Booster seats may only be used in a seating position with a lap and shoulder belt. Younger than 1 year or <20 lb in rear-facing restraint system; 4 years and older or under 4 years and <40 lb in student "transportation" (not a school bus) in child seat or belt. First or second violation: violator required to attend a child car seat safety course offered or approved by the Department of Motor Vehicles.

<sup>(20)</sup>Plus 2 points on license record.

<sup>(21)</sup>Alternatively, the driver may opt to take a child restraint safety class for \$25. In either case, 2 points on driver's record.

Source: NHTSA, Regional Office. Updated as of December 1, 2008.

**Table 126**  
**Key Provisions of Occupant Restraint Laws (Continued)**

State	Seat Belt		Child Restraint <sup>(1)</sup>		Seat Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
	Enforcement	First Fine	Required	First Fine	Seats	Ages <sup>(3)</sup>	
FL	Secondary <sup>(22)</sup>	\$30	5 years and under <sup>(23)</sup>	\$60 <sup>(24)</sup>	Front	Under 18, all seats	School buses, farm tractors, trash trucks, newspaper delivery vehicles, living space of RVs, public bus or truck >26,000 lb. The number of passengers of a pickup truck required to wear seat belts shall not exceed the number of installed front seat belts (extra passengers exempted).
GA	Primary	\$15- \$25 <sup>(25)</sup>	5 years and under and <57 inches tall or less <sup>(26)</sup>	\$50 <sup>(27)</sup>	Front	17 and under, all seats	Designed for >10 passengers, pickups, off-road vehicles, vehicles used for frequent stops (all seats), rural postal vehicles, newspaper delivery vehicles, emergency vehicles, driver in reverse, taxis, public transit vehicles. Exemption for pickups applies to passengers over 18 years.
HI	Primary	\$45 <sup>(28)</sup>	7 years and under and <57 inches tall; <4 years in child restraint <sup>(29)</sup>	\$100 <sup>(30)</sup>	Front	17 and under, all seats	Bus or school bus >10,000 lb, emergency vehicles, taxicabs. DOT may establish additional exemptions by rule. Persons unable to use a seat belt because all available seat belt assemblies are in use are exempted. In this case, unsecured children must sit in back seat.
ID	Secondary	\$10	6 years and under	\$100 or less <sup>(31)</sup>	All	All	>8,000 lb, mail carriers, implements of husbandry, motorcycles.
IL	Primary	\$25	7 years and under <sup>(32)</sup>	\$50 or less	Front	Under 16, all seats	Emergency vehicles, motorcycles, vehicles that stop frequently, rural letter carriers, model year <1964.
IN	Primary	\$25 or less	7 years and under <sup>(33)</sup>	\$25 or less <sup>(34)</sup>	All	All	Tractor, RV, postal vehicles, school bus, delivery vehicles, taxi, bus, emergency vehicles, antique cars, motorcycles, farm vehicles engaged in farming, law enforcement vehicles, non-drivers in parades, ambulances, public utility vehicles, towing recovery vehicles.
IA	Primary	\$25	5 years and under <sup>(35)</sup>	\$25 <sup>(36)</sup>	Front	10 and under	Delivery vehicles that do not exceed 25 mph between stops, buses, model year <1965, emergency vehicles, motorcycles, postal vehicles making frequent stops.

<sup>(22)</sup>Primary enforcement for violations of child safety restraint law.

<sup>(23)</sup>Children 3 years or under must be restrained in child safety seat; children 4-5 years may be restrained in safety seat or by seat belt.

<sup>(24)</sup>Three points assessed against the driver's record.

<sup>(25)</sup>If minor violates seat belt law, the driver may be fined \$25.

<sup>(26)</sup>For children 40 lb or more, child restraint requirement satisfied if restrained in the rear seat by a seat belt (may be lap belt if 3-point belts are unavailable or already being used by other children >40 lb; if no rear seat belt complies, child may be properly restrained in front seat in compliance with the requirements). 5 years and under must be in rear seat if available.

<sup>(27)</sup>First violation, 1 point; second or subsequent violation, 2 points.

<sup>(28)</sup>In addition to the \$45 fine, the driver must pay a surcharge of \$10 for the neurotrauma special fund.

<sup>(29)</sup>Children 4-7 exempted if >57 inches tall or >40 pounds and traveling in a motor vehicle equipped only with lap belts, without shoulder straps, in the back seat.

<sup>(30)</sup>First-time violator also required to attend class on child passenger restraint system (not to exceed 4 hours in length), pay \$50 driver education safety assessment fee, and pay \$10 surcharge into neurotrauma fund.

<sup>(31)</sup>Punishable by a fine not exceeding \$100; typically, total fine is \$60, including all add-on costs.

<sup>(32)</sup>Everyone younger than 19 must be restrained if driver is <18. Children >40 lb may use lap belt in rear seat if no 3-point belt is available.

<sup>(33)</sup>Child >40 lb may be restrained by lap seat belt if: (1) the motor vehicle is not equipped with lap and shoulder seat belts; or (2) not including the operator's seat and front passenger seat, all lap and shoulder seat belts are being used to properly restrain other children <16 years. Child <8 years may be exempt if the child cannot reasonably fit within a child safety restraint. Child restraint law applies only to drivers with Indiana license.

<sup>(34)</sup>Four points also assessed on driving record.

<sup>(35)</sup><1 year and <20 lb in rear-facing child seat; 3 years or older but <6 years may be secured in child restraint, seat belt, or seat harness.

<sup>(36)</sup>First offenders who prove purchase or acquisition of child restraint system shall not be convicted.

# Chapter 5 ■ States

**Table 126**  
**Key Provisions of Occupant Restraint Laws (Continued)**

State	Seat Belt		Child Restraint <sup>(1)</sup>		Seat Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
	Enforcement	First Fine	Required	First Fine	Seats	Ages <sup>(3)</sup>	
KS	Secondary; primary as to child <18 years	\$30 <sup>(37)</sup>	7 years and under, <80 lb, and <57 inches tall <sup>(38)</sup>	\$60 <sup>(39)</sup>	Front	All	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal vehicles, vehicles delivering newspapers.
KY	Primary <sup>(40)</sup>	\$25	40 inches tall or less; >7 years and <50 but >40 lb in booster seat	\$50 <sup>(41)</sup>	All	All	Designed for >10 people, farm trucks >2,000 lb, motorcycles.
LA	Primary	\$25	5 years and under <sup>(42)</sup>	\$50	Front	12 and under	Vehicles >10,000 lb, utility vehicles traveling <20 mph, model year <1981, postal vehicles, farm vehicles, persons delivering newspapers.
MA	Secondary	\$25 <sup>(43)</sup>	<8 years unless >57 inches tall	\$25	All	All	Buses, trucks 18,000 lb or more, taxi, utility vehicles, model year <1967, postal vehicles, farm vehicles, taxis, authorized emergency vehicles, side-facing seat in car owned for antique collecting.
ME	Primary	\$50	<40 lb in child restraint; 7 years and under and <80 lb in booster seat	\$50	All <sup>(44)</sup>	All	Postal vehicles, passengers riding in taxi or limousine for hire.
MD	Primary	\$25	7 years and under or <57 inches tall or 65 lb or less	\$25	Outboard front	15 and under, all seats	"Historical," for-hire vehicles, motorcycles, trucks, buses, vehicles delivering mail, vehicles built before June 1, 1964.
MI	Primary	\$25	<4 years; 4 years or older but <8 years if <57 inches tall	\$10	Front	15 and under, all seats <sup>(45)</sup>	Taxi, bus, school bus, postal service vehicles, model year <1965, commercial vehicles making frequent stops.
MN	Secondary	\$25	3 years and under	\$50 or less	Front	10 and under, all seats <sup>(46)</sup>	Farm pickup truck, postal vehicles, commercial vehicles making frequent stops going 25 mph or less between stops, vehicles driving in reverse.
MS	Primary	\$25 <sup>(47)</sup>	3 years and under; in booster seat if >4 but <7 years and <57 inches tall or <65 lb	\$25	Front	Under 7, all seats	Farm vehicle, bus, postal vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 persons, trailers.
MO	Secondary <sup>(48)</sup>	\$10	<4 years or <40 lb in child restraint; 4-7 years and 40 lb or more but <80 lb or <57 inches tall in booster seat	\$50 or less <sup>(49)</sup>	Front	Under 16, all seats	Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles requiring frequent entry or exit, agricultural vehicles. <sup>(50)</sup>

<sup>(37)</sup>For driver or passenger >17 years; \$60 for child 14-17 years.

<sup>(38)</sup>If number of children subject to these requirements exceeds number of passenger-securing locations available for use by children and all passenger-securing locations are in use by children, the requirement is waived for the additional children.

<sup>(39)</sup>\$10 plus court costs waived if offender purchases or obtains an appropriate child restraint.

<sup>(40)</sup>Seat belt roadblocks prohibited. Belt violations not on driving record.

<sup>(41)</sup>For violation related to booster seat requirement for children >7 years, law enforcement currently issues warning for first violation; after July 1, 2009, first violation will result in \$30 fine.

<sup>(42)</sup><1 year or <20 lb in rear-facing child seat; 1-3 years or 20-39 lb in forward-facing child seat; 4-5 years or 40-60 lb in booster seat.

<sup>(43)</sup>Operator may be fined additional \$25 if allowing anyone <16 and >12 years to ride unrestrained.

<sup>(44)</sup>Everyone in school bus equipped with seat belts must use them.

<sup>(45)</sup>Driver does not have to comply with this requirement if the number of children to be secured exceeds the number of seat belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. In the case of pickup trucks where all seat belts are being used and where such vehicles do not have an extended cab or jump seats, unsecured children may be transported in the front seat without a seat belt.

<sup>(46)</sup>Seat belt requirement does not apply to persons riding in vehicle where all available seat belt positions are occupied.

<sup>(47)</sup>Driver may be fined only for violation by the driver, a front seat passenger, or a child <7 years required to wear a seat belt.

<sup>(48)</sup>Primary for children <16 years.

<sup>(49)</sup>Plus court costs; but charges dismissed or withdrawn if driver prior to hearing provides evidence of acquisition of an appropriate child seat.

<sup>(50)</sup>Persons <18 years operating or riding in a truck are required to wear a seat belt.

**Table 126**  
**Key Provisions of Occupant Restraint Laws (Continued)**

State	Seat Belt		Child Restraint <sup>(1)</sup>		Seat Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
	Enforcement	First Fine	Required	First Fine	Seats	Ages <sup>(3)</sup>	
MT	Secondary	\$20	<6 years and <60 lb	\$100 <sup>(51)</sup>	All	All	Motorcycle, taxi, vehicles making frequent stops if exemption obtained from State, construction vehicles. Persons who cannot use a seat belt because all belts are in use are exempt.
NE	Secondary <sup>(52)</sup>	\$25	5 years and under	\$25	Front	17 and under, all seats	Emergency vehicles, model year <1973, farm tractors and other agricultural equipment, buses, postal vehicles, ambulance or rescue service vehicles.
NV	Secondary	\$25	5 years and under and 60 lb or less	\$50 <sup>(53)</sup>	All	All	Taxi, bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if the State determines compliance is impractical.
NH	No adult law	—	5 years and under if <55 inches tall	\$50	Under 18 only, all seats		School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling <10 mph.
NC	Primary <sup>(54)</sup>	\$25 <sup>(55)</sup>	7 years and under and <80 lb <sup>(56)</sup>	\$25 <sup>(57)</sup>	All	All	Farm vehicles, postal vehicles, designated commercial vehicles, delivery vehicle traveling <20 mph, trash/recycling truck.
ND	Secondary <sup>(58)</sup>	\$20	6 years and under and <57 inches tall or <80 lb <sup>(59)</sup>	\$25 <sup>(60)</sup>	Front	17 and under, all seats	Designed for >10 people, farm vehicles, rural mail carriers, all front seat belts in use by other occupants.
NJ	Primary	\$20	7 years and under and <80 lb <sup>(61)</sup>	\$10- \$25 <sup>(62)</sup>	Front	17 and under, all seats	Manufactured before 1966, rural letter carriers, fewer belts than seats.
NM	Primary	\$25	6 years and under or <60 lb <sup>(63)</sup>	\$25	All	All	Vehicles >10,000 lb, rural letter carriers.
NY	Primary	\$50- \$100 <sup>(64)</sup>	6 years and under	\$25- \$100 <sup>(65)</sup>	Front	Under 16, all seats	Bus, school bus, <sup>(66)</sup> taxi, emergency or delivery vehicle, rural letter carriers.
OH	Secondary	\$20- \$30 <sup>(67)</sup>	3 years and under or <40 lb	\$25	Front	4 to 14, all seats <sup>(68)</sup>	Postal service vehicles, vehicles delivering newspapers.

<sup>(51)</sup>Plus court costs.

<sup>(52)</sup>Only secondary enforcement unless the violation involves a person <18 years riding in or on any portion of the vehicle not designed or intended for the use of passengers or for children 5 years or younger.

<sup>(53)</sup>Conceivably, the fine could be as high as \$500, but \$50 is typical.

<sup>(54)</sup>For driver and front seat passengers only; secondary for rear seat occupants.

<sup>(55)</sup>Front seat passengers and drivers must also pay \$50 in court fees; fine for rear seat passenger is \$10 and no court costs; secondary enforcement of violations occurring in the rear seat.

<sup>(56)</sup>In vehicles with front side passenger air bags, child <5 years and <40 lb shall be properly secured in the rear seat unless the child restraint system is designed for use with air bags. If no lap and shoulder belt, children 40-80 lb may be in lap belts.

<sup>(57)</sup>Two points for conviction, but entire penalty is waived upon proof of acquisition of child restraint device.

<sup>(58)</sup>Primary enforcement for all positions if occupant is <18 years.

<sup>(59)</sup>6 years or younger and 40 lb or more may be restrained in lap belt if no lap/shoulder belts available; requirement to use either child restraint system or seat belt does not apply to a child being transported in an emergency situation.

<sup>(60)</sup>Two points assessed.

<sup>(61)</sup>Must be seated in rear seat if seats available.

<sup>(62)</sup>Fine suspended on proof of possession of a child restraint system.

<sup>(63)</sup><1 year in rear-facing infant seat, seated in the rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat; 7-12 years in adult seat belt.

<sup>(64)</sup>Plus 3 points on license record if violation involves child <16 years. Front seat passengers 16 years or older can be fined up to \$50 and drivers can be fined up to \$100 for each passenger <16 years not wearing seat belt.

<sup>(65)</sup>Plus 3 points for any violation involving use of seat belts or seats by a child <16 years.

<sup>(66)</sup>School buses sold in the State must be equipped with seat belts. Boards of Education, via regulations, may provide that on school buses under their jurisdiction, seat belts shall be used when buses are in operation; passengers <4 years in school buses must be restrained in child safety restraints.

<sup>(67)</sup>Fines are \$20 for passenger violating law, \$30 for driver.

<sup>(68)</sup>Law is secondary for children 4-14 years.

# Chapter 5 ■ States

**Table 126**  
**Key Provisions of Occupant Restraint Laws (Continued)**

State	Seat Belt		Child Restraint <sup>(1)</sup>		Seat Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
	Enforcement	First Fine	Required	First Fine	Seats	Ages <sup>(3)</sup>	
OK	Primary	\$20	5 years and under <sup>(69)</sup>	\$50 <sup>(70)</sup>	Front	12 and under, all seats	Farm vehicles, truck, truck tractor, RV, postal service vehicles. Drivers of school buses, taxicabs, and emergency vehicles are exempt from child restraint law.
OR	Primary	\$90 or less	<8 years or <40 lb and <57 inches tall <sup>(71)</sup>	\$90	All	All	Vehicles designed for >15 passengers, newspaper, mail, meter, transit vehicles, for-hire vehicles, trash trucks, emergency vehicles, taxicab operators.
PA	Secondary	\$10 <sup>(72)</sup>	7 years and under <sup>(73)</sup>	\$100 or less	Front	17 and under	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling <15 mph.
RI	Secondary <sup>(74)</sup>	\$85	<7 years, <54 inches tall, and <80 lb in rear seat <sup>(75)</sup>	\$85	All	All	Postal service vehicles.
SC	Primary <sup>(76)</sup>	\$25 or less	<6 years and <80 lb <sup>(77)</sup>	\$150 or less	All	All	Emergency vehicles, buses, postal service vehicles, delivery vehicles, parade vehicles, vehicles in which all seating positions with seat belts are already occupied, persons occupying vehicles not originally equipped with seat belts.
SD	Secondary <sup>(78)</sup>	\$20	4 years and under and <40 lb	\$20	Front	17 and under, all seats	Passenger bus, school bus, farm tractors, rural mail carriers, newspaper or periodical deliveries.
TN	Primary	\$10	<1 year and <20 lb; 1-3 years and 20 lb in rear-facing child seat; <8 years and <57 inches tall in forward-facing child seat	\$50	Front	Under 16, all seats <sup>(79)</sup>	>8,500 lb, rural letter carriers, utility workers, newspaper delivery, vehicles in parades, hayrides, or crossing a highway from one field to another if operated at <15 mph.
TX	Primary	\$25-\$50	4 years or younger and <36 inches tall	\$100-\$200	Front	Under 16, all seats <sup>(80)</sup>	Farm vehicles >48,000 lb, postal service vehicles, newspaper delivery, meter readers.
UT	Secondary <sup>(81)</sup>	\$45 or less <sup>(82)</sup>	7 years or under <57 inches tall	\$45 or less	All	All	Passengers exempted if all seats are occupied, or person is riding in a seating position not equipped with seat belts.
VT	Secondary	\$25	7 years or under in child seat <sup>(83)</sup>	\$25	All	All	Bus, taxi, rural mail carriers, delivery vehicles traveling 15 mph or less, emergency vehicles, farm tractor, vehicle ordered by emergency personnel to evacuate persons from stricken area.

<sup>(69)</sup>Children >40 lb may be belted in rear seat by a lap belt if vehicle not equipped with lap and shoulder belts or when lap and shoulder belts are being used by other children.

<sup>(70)</sup>Plus court costs.

<sup>(71)</sup><1 year or <20 lb in rear-facing child safety seat; children <40 lb in child safety seat; >40 lb but 57 inches tall or less in safety system that elevates the child so that an adult seat belt fits properly.

<sup>(72)</sup>Pennsylvania's fine is \$10, but with court, EMS, judicial, and computer costs the ticket total is \$51.50.

<sup>(73)</sup>Secondary enforcement for children 4-7 years who must be in booster seats.

<sup>(74)</sup>Primary enforcement for drivers and occupants <18 years.

<sup>(75)</sup>Children <7 years but >54 inches or >80 lb in adult seat belt in rear seat if available. Children <6 years must be in rear seat if seat available.

<sup>(76)</sup>Seat belt law may not be enforced by checkpoints designed for that purpose. Seat belt law does not apply to an occupant if all belts in the vehicle are used by other occupants.

<sup>(77)</sup><1 year or <20 lb in rear-facing infant seat; 5 years or younger and >40 but <80 lb in booster seat; 1-5 years and >80 lb in seat belt. Child <6 years must be in child safety seat unless the knees bend over the seat edge when sitting up straight against the seat back, in which case use of seat belt is permitted. (Note: Up to \$150 fine, but may be waived with acquisition of child restraint.)

<sup>(78)</sup>Primary enforcement for all seating positions with occupant <18 years.

<sup>(79)</sup>Drivers 16-17 years must wear seat belts, but driver cannot be fined for failure of passenger >16 years to wear seat belt.

<sup>(80)</sup>Seat belt requirement does not apply to passenger occupying a position without a seat belt.

<sup>(81)</sup>Primary enforcement for all seating positions if driver or passenger is 18 years or younger.

<sup>(82)</sup>Reduced to \$15 upon completion of class; standard enforcement for children 18 years or younger.

<sup>(83)</sup><1 year or <20 lb in rear-facing child seat; 2-7 years in child passenger restraining system, <16 years in seat belts.

**Table 126**  
**Key Provisions of Occupant Restraint Laws (Continued)**

State	Seat Belt		Child Restraint <sup>(1)</sup>		Seat Belt Required <sup>(2)</sup>		Vehicles Exempted and Other Information <sup>(4)</sup>
	Enforcement	First Fine	Required	First Fine	Seats	Ages <sup>(3)</sup>	
VA	Secondary	\$25	<8 years <sup>(84)</sup>	\$50	Front	Under 16, all seats	Trucks >10,000 lb, school buses, motor homes, taxis, police vehicles enforcing parking or transporting prisoners, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops.
WA	Primary	\$124	<8 years and <57 inches tall <sup>(85)</sup>	\$124	All	All	Designed for >10 people, when all designated seating positions are occupied, and vehicles exempted by State regulation, including farm construction, or commercial vehicles making frequent stops.
WV	Secondary	\$25 or less	7 years or under and <57 inches tall <sup>(86)</sup>	\$10-\$20	Front	Under 18, all seats	Designed for >10 people, rural mail carriers, trailers.
WI	Secondary	\$10	7 years or under, 80 lb or less, <57 inches tall <sup>(87)</sup>	\$30-\$75 <sup>(88)</sup>	Front	All <sup>(89)</sup>	Taxis, farm trucks engaged in farming, emergency vehicles, rural mail carriers, land surveyors.
WY	Secondary <sup>(90)</sup>	\$25 <sup>(91)</sup>	8 years or under; in rear seat if available <sup>(92)</sup>	\$50	All	All	Postal vehicles, excess passengers if all seats are occupied.

<sup>(84)</sup>Children 4 years or older may be belted if their weight, size, or physical fitness makes use of a child restraint device impractical. (Certifying doctor's information must be kept in vehicle.)

<sup>(85)</sup>Drivers transporting children <13 years shall transport them in the back seat of the vehicle whenever practical to do so.

<sup>(86)</sup>If all seat belts in vehicle are being used at the time of examination by law officer and vehicle contains more passengers than the total number of seat belts or other safety devices as installed in compliance with Federal motor vehicle safety standards, the driver may not be considered in violation.

<sup>(87)</sup>Children <1 year or <20 lb in rear-facing child seats in back seat; ages 1-3, weighing 20 lb or more but <40 lb in forward-facing child seats in back seat if possible; ages 4-7, 80 lb or less and 57 inches tall or less in booster seats.

<sup>(88)</sup>Assessment is \$10-\$25 for children 4-7 years; first assessment waived upon proof of acquisition and installation of child restraint.

<sup>(89)</sup>Rear seat occupants must wear seat belt at any position where a shoulder harness is installed.

<sup>(90)</sup>If motorist is wearing belt when stopped for another violation, the fine for that violation is reduced by \$10.

<sup>(91)</sup>Passengers violating seat belt requirements are subject to a fine of \$10.

<sup>(92)</sup>Children exempted from booster seat requirement if lap and shoulder belts fit properly across collarbone, chest, and hips of the child and do not pose danger to child's neck, face, or abdominal area in the event of a crash or sudden stop.

# Chapter 5 ■ States

**Table 127**  
**History of State Motorcycle Helmet Laws**

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/20/77	Repealed.
		07/01/07	Reinstated for under age 18.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least \$10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/69	07/01/70	No helmet law for any motorcyclists since 1970 repeal.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	No helmet law for any motorcyclists since 1976 repeal.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/31/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over if covered by insurance of at least \$10,000 in medical benefits.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits, for licensees holding license for 1 year or less, and for passengers if required for operator.
		09/01/09	Reinstated for ages 16 and 17, instruction permit holders, operators licensed for less than 1 year, and passengers (regardless of age) if required for operator.
MD	07/01/68	07/01/79	Repealed for age 18 and over.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for age 18 and over and for holders of learners' permits.
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/02/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over until Federal law ceases to require a motorcycle helmet law as a condition for receipt of Federal funds.
		09/30/95	Repealed for all when Federal law requiring helmet laws for Federal funds was voided.

**Table 127**  
**History of State Motorcycle Helmet Laws (Continued)**

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
NJ	01/01/68		
NM	06/16/67	03/31/77	Repealed for age 18 and over.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/27/67	04/01/69	Repealed for age 21 and over.
		11/01/75	Reinstated for all.
		05/21/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/88	Reinstated for all (by voter referendum).
PA	07/15/68	09/04/03	Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for age 21 and over.
SD	07/01/67	07/01/77	Repealed for age 18 and over.
TN	06/04/67		
TX	01/01/68	08/29/77	Repealed for age 18 and over.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for age 21 and over who have completed rider education or are covered by insurance of at least \$10,000 in medical benefits.
UT	05/13/69	05/10/77	Repealed for age 18 and over. Required for age 17 and under on roads posted for speeds higher than 35 mph.
VT	03/06/68		
VA	06/26/70		
WA	06/08/67	09/21/77	Repealed.
		07/26/87	Reinstated for under age 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under age 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for age 19 and over.
		07/01/93	Repealed for age 18 and over.
PR	07/20/60		

Sources: Motorcycle Industry Council, Insurance Institute for Highway Safety, Highway Data Loss Institute.

# Chapter 5 ■ States

**Table 128**

**States With .08 Blood Alcohol Concentration Illegal Per Se Laws**

State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	1989	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12, 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	May 27, 2004	August 1, 2005	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

In 2008, all 50 States, the District of Columbia, and Puerto Rico had .08 blood alcohol concentration illegal per se laws.

Note: The term “illegal per se” refers to State laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine.

Source: NHTSA, Injury Control Operations and Resources.

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# APPENDIXES

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# APPENDIX A ■ FARS DATA ELEMENTS

## 2008 Fatality Analysis Reporting System Data Elements

### Crash Level

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Crash Date	Number of Travel Lanes
Atmospheric Condition	Number of Vehicle Forms Submitted
City	Rail Grade Crossing Identifier
Construction/Maintenance Zone	Related Factors—Crash Level
County	Relation to Junction
Day of Week	Relation to Roadway
Emergency Medical Services (EMS) Notification Time	Roadway Alignment
EMS Arrival Time at Hospital	Roadway Function Class
EMS Arrival Time at Scene	Roadway Profile
First Harmful Event	Roadway Surface Condition
Global Position	Roadway Surface Type
Hit and Run	Route Signing
Light Condition	School Bus Related
Manner of Collision	Special Jurisdiction
Milepoint	Speed Limit
National Highway System	State
Number of Drinking Drivers in Crash	Time
Number of Fatalities in Crash	Traffic Control Device
Number of Forms Submitted	Traffic Control Device Functioning
for Persons Not in Motor Vehicles	Trafficway Flow
Number of Person Forms Submitted	Trafficway Identifier

### Vehicle Level

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Body Type	Related Factors—Vehicle Level
Bus Use	Rollover
Cargo Body Type	Sequence of Events
Crash Avoidance Maneuver	Special Use
Emergency Use	Travel Speed
Extent of Deformation	Truck Fuel Type
Fire Occurrence	Truck Gross Vehicle Weight Rating
Gross Vehicle Weight Rating	Truck Series
Hazardous Material Involvement/Placard	Underride/Override
Impact Point—Initial	Unit Type
Impact Point—Principal	Vehicle Configuration
Jackknife	Vehicle Identification Number
Manner of Leaving Scene	Vehicle Make
Most Harmful Event	Vehicle Maneuver
Motor Carrier Identification Number	Vehicle Model
Motorcycle Displacement	Vehicle Model Year
Number of Axles	Vehicle Number
Number of Deaths in Vehicle	Vehicle Role
Number of Occupants in Vehicle	Vehicle Trailing
Passenger Car Weight	VIN Body Type
Passenger Car Wheelbase (Short and Long)	VIN Length
Registered Vehicle Owner	VIN Model
Registration State	

# Appendix A ■ FARS Data Elements

## 2008 Fatality Analysis Reporting System Data Elements (Continued)

### Driver Level

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Commercial Motor Vehicle License Status	Driver Presence
Compliance with License Endorsements	Driver Weight
Compliance with License Restrictions	Driver Zip Code
Date of First and Last Crash, Suspension, Conviction	License State
Driver Drinking	Non-CDL License Status
Driver Height	Related Factors—Driver Level
Driver Level Counters	Violations Charged
Driver License Type Compliance	

### Person Level

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Age	Method of Other Drug Determination by Police
Air Bag Availability/Deployment	Nonoccupant Location
Alcohol Test Results	Nonoccupant Striking Vehicle Number
Alcohol Test Type	Person Number
Death Date	Person Type
Death Time	Police-Reported Alcohol Involvement
Died at Scene/En Route	Police-Reported Other Drug Involvement
Drug Test Results	Race
Drug Test Type	Related Factors—Person Level
Ejection	Protection System Use
Ejection Path	Seating Position
Extrication	Sex
Fatal Injury at Work	Time of Crash to Time of Death
Hispanic Origin	Transported for Treatment by
Injury Severity	Vehicle Number
Method of Alcohol Determination	

# APPENDIX B ■ GES DATA ELEMENTS

## 2008 General Estimates System Data Elements

### Crash Level

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Alcohol Involved in Crash	Number of Travel Lanes
Atmospheric Condition	Number of Vehicles
Day of Week	Pedestrian/Pedalcyclist Crash Type
EMS on Scene	Region of Country
First Harmful Event	Relation to Junction
Hour of Crash	Relation to Roadway
Interstate Highway	Roadway Alignment
Land Use	Roadway Profile
Light Condition	Roadway Surface Condition
Manner of Collision	School Bus Related
Maximum Injury Severity	Speed Limit
Minute of Crash	Traffic Control Device
Month of Crash	Trafficway Flow
Number Injured in Crash	Work Zone
Number of Nonoccupants	Year of Crash

### Vehicle/Driver Level

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Crash Type	Manner of Leaving Scene
Body Type	Maximum Injury Severity in Vehicle
Cargo Body Type	Model Year
Carrier's Identification Number	Most Harmful Event
Corrective Action Attempted	Movement Prior to Critical Event
Critical Event	Number Injured in Vehicle
Damage Areas	Number of Axles, Including Trailer
Damage Severity	Number of Occupants
Driver Distracted By	Pre-crash Location
Driver Drinking in Vehicle	Pre-crash Vehicle Control
Driver Maneuvered To Avoid	Rollover Type
Driver Presence	Special Use
Driver's Vision Obscured By	Speed Related
Driver's Zip Code	Travel Speed
Emergency Use	Vehicle Contributing Factors
Fire Occurrence	Vehicle Identification Number
Hazardous Materials Placard Number	Vehicle Make
Hazardous Materials Placarded	Vehicle Model
Hazardous Materials Release	Vehicle Number
Hit and Run	Vehicle Role
Initial Point of Impact	Vehicle Trailing
Jackknife	Violations Charged

# Appendix B ■ GES Data Elements

## 2008 General Estimates System Data Elements (Continued)

### Person Level

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Age	Person Type
Air Bag Availability/Function	Person Number
Alcohol Test Given	Person's Physical Impairment
Drug Test Given	Police-Reported Alcohol Involvement
Ejection	Police-Reported Drug Involvement
Injury Severity	Restraint System Use
Nonoccupant Action	Seating Position
Nonoccupant Location	Sex
Nonoccupant Safety Equipment Use	Taken to Hospital or Treatment Facility
Nonoccupant Striking Vehicle Number	Vehicle Number

# APPENDIX C ■ GES TECHNICAL NOTES

## Standard Errors

The national estimates produced from GES data may differ from the true values, because they are based on a probability sample of crashes and not a census of all crashes. The size of these differences may vary depending on which sample of crashes was selected. [For a complete description of the GES sampling design, see *National Accident Sampling System General Estimates System Technical Note* (DOT HS 807 796) available from NCSA.] The standard error of an estimate is a measure of the precision or reliability with which an estimate from this particular GES sample approximates the results of a census.

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in Table C1 on the following page. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 24 as 141,000. To calculate one standard error for this crash estimate, use Table C1. Since 141,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,400) and 200,000 (15,500). One standard error would be approximately 11,300. The 95 percent confidence interval for this estimate would be  $141,000 \pm 2 \times 11,300$  or 118,400 to 163,600.

# Appendix C ■ GES Technical Notes

**Table C1**  
**2008 GES Estimates and Standard Errors**

Crash Estimate (x)	Crash Standard Error (SE) *	Vehicle Estimate (x)	Vehicle Standard Error (SE) **	Person Estimate (x)	Person Standard Error (SE) ***
1,000	400	1,000	400	1,000	400
5,000	900	5,000	1,000	5,000	900
6,000	1,000	10,000	1,500	10,000	1,400
7,000	1,100	20,000	2,400	20,000	2,300
8,000	1,300	30,000	3,300	30,000	3,000
9,000	1,400	40,000	4,100	40,000	3,800
10,000	1,500	50,000	4,800	50,000	4,400
20,000	2,400	60,000	5,600	60,000	5,100
30,000	3,200	70,000	6,300	70,000	5,800
40,000	4,000	80,000	7,100	80,000	6,400
50,000	4,800	90,000	7,800	90,000	7,000
60,000	5,500	100,000	8,500	100,000	7,700
70,000	6,300	200,000	15,400	200,000	13,700
80,000	7,000	300,000	22,200	300,000	19,400
90,000	7,700	400,000	29,000	400,000	25,200
100,000	8,400	500,000	35,800	500,000	30,900
200,000	15,500	600,000	42,600	600,000	36,600
300,000	22,400	700,000	49,500	700,000	42,300
400,000	29,400	800,000	56,500	800,000	48,000
500,000	36,400	900,000	63,500	900,000	53,700
600,000	43,500	1,000,000	70,500	1,000,000	59,500
700,000	50,600	2,000,000	143,700	2,000,000	118,700
800,000	57,800	3,000,000	221,600	3,000,000	180,500
900,000	65,100	4,000,000	303,400	4,000,000	244,800
1,000,000	72,400	5,000,000	388,800	5,000,000	311,300
2,000,000	149,300	6,000,000	477,300	6,000,000	379,900
3,000,000	231,700	7,000,000	568,900	7,000,000	450,300
4,000,000	318,800	8,000,000	663,200	8,000,000	522,400
5,000,000	410,000	9,000,000	760,000	9,000,000	596,200
6,000,000	505,100	10,000,000	859,400	10,000,000	671,600
6,500,000	553,900	11,000,000	961,000	11,000,000	748,400
7,000,000	603,600	12,000,000	1,064,900	12,000,000	826,700
* $SE = e^{a + b (\ln x)^2}$ , where a = 4.158710 b = 0.036840		** $SE = e^{a + b (\ln x)^2}$ , where a = 4.238660 b = 0.036280		*** $SE = e^{a + b (\ln x)^2}$ , where a = 4.283070 b = 0.035160	

# Appendix C ■ GES Technical Notes

## Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). Table C2 below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

**Table C2**  
**Percent of Unknowns for 2008 GES Data Elements**

Crash Level			
Alcohol Involved in Crash . . . . .	8.7%	Manner of Collision . . . . .	0.3%
Atmospheric Condition . . . . .	1.6%	Minute of Crash . . . . .	0.8%
Crash Severity . . . . .	3.7%	Relation to Junction . . . . .	0.9%
Day of Week . . . . .	0.0%	Relation to Roadway . . . . .	0.2%
First Harmful Event . . . . .	0.1%	Roadway Surface Condition . . . . .	1.8%
Hour of Crash . . . . .	0.8%	Speed Limit . . . . .	14.3%
Light Condition . . . . .	0.9%	Traffic Control Device . . . . .	4.7%
Vehicle/Driver Level			
Driver Drinking in Vehicle . . . . .	13.4%	Rollover Type . . . . .	1.2%
Initial Point of Impact . . . . .	1.9%	Vehicle Type . . . . .	1.5%
Most Harmful Event . . . . .	0.1%		
Person Level			
Age . . . . .	8.3%	Seating Position . . . . .	0.6%
Injury Severity . . . . .	4.6%	Sex . . . . .	6.0%
Police-Reported Alcohol Involvement . . . . .	5.2%		



## Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dL) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

The term “alcohol-related” or “alcohol-involved” does not indicate that a crash or fatality was caused by the presence of alcohol.

## Alcohol-Impaired Driving Crashes

Crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired driving crash.

## Alcohol-Impaired Driving Fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired driving fatality.

## Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (g/dL). A positive BAC level (.01 g/dL and higher) indicates that alcohol was consumed by the person tested; a BAC level of .08 g/dL or more indicates that the person was alcohol-impaired.

## Body Type

Detailed type of motor vehicle within a vehicle type.

## Bus

Large motor vehicles used to carry more than ten passengers, including school buses, inter-city buses, and transit buses.

## Combination Truck

A truck tractor not pulling a trailer; a tractor pulling at least one full or semi-trailer; or a single-unit truck pulling at least one trailer.

## Construction/Maintenance Zone

An area, usually marked by signs, barricades, or other devices indicating that highway construction or highway maintenance activities are ongoing.

## Crash

An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

## Crash Severity

1. **Fatal Crash.** A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.
2. **Injury Crash.** A police-reported crash that involves a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. **Property-Damage-Only Crash.** A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

## Crash Type

Single-vehicle or multiple-vehicle crash.

## Day

From 6 a.m. to 5:59 p.m.

## Driver

An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

## Ejection

Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

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## First Harmful Event

The first event during a crash that caused injury or property damage.

## Fixed Object

Stationary structures or substantial vegetation attached to the terrain.

## Gross Vehicle Weight Rating (GVWR)

The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

## Initial Impact Point

The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

## Injury Severity

The police-reported injury severity of the person (i.e., occupant, pedestrian, or pedalcyclist).

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown).
3. No injury.

## Jackknife

Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

## Junction

Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

## Land Use

The crash location (urban or rural).

## Large Trucks

Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

## Light Trucks

Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

## Manner of Collision

A classification for crashes in which the first harmful event was a collision between two motor vehicles in transport and is described as one of the following:

**Angle.** Collisions which are not head-on, rear-end, rear-to-rear, or sideswipe.

**Head-on.** Refers to a collision where the front end of one vehicle collides with the front-end of another vehicle while the two vehicles are traveling in opposite directions.

**Rear-end.** A collision in which one vehicle collides with the rear of another vehicle.

**Sideswipe.** A collision in which the sides of both vehicles sustain minimal engagements.

## Most Harmful Event

The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

## Motor Vehicle in Transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

## Motorcycle

A two- or three-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes, and mopeds.

## Motorcycle Rider

The operator (driver) of a motorcycle.

## Motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

## Night

From 6 p.m. to 5:59 a.m.

## Noncollision

A class of crash in which the first harmful event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes overturn, fire/explosion, falls from a vehicle, and injuries in a vehicle.

## Nonoccupant

Any person who is not an occupant of a motor vehicle in transport and includes the following:

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

## Nonoccupant Location

The location of nonoccupants at time of impact. Intersection locations are coded only if nonoccupants were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonoccupants struck on a junction of a driveway/alley access and a named trafficway. Nonoccupants who are occupants of motor vehicles not in transport are coded with respect to the location of the vehicle.

## Objects Not Fixed

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedalcyclists, animals, or trains (e.g., spilled cargo in roadway).

## Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

## Other Vehicle

Consists of the following types of vehicles:

1. Large limousine (more than four side doors or stretched chassis)
2. Three-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis mounted)
5. Large-truck-based motorhome

6. ATV (all terrain vehicle, including dune/swamp buggy) and ATC (all terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, fork lift, city streetsweeper).

## Passenger

Any occupant of a motor vehicle who is not a driver.

## Passenger Car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

## Pedalcyclist

A person on a vehicle that is powered solely by pedals.

## Pedestrian

Any person not in or upon a motor vehicle or other vehicle.

## Restraint Use

The occupant's use of available vehicle restraints, including lap belt, shoulder belt, or automatic belt.

## Roadway

That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

## Roadway Function Class

The classification describing the character of service the street or highway is intended to provide. Includes the following:

**Interstates.** Limited access divided facilities of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

**Other Freeways and Expressways.** All urban principal arterial with limited control of access not on the Interstate system.

**Other Principal Arterials.** Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

# Glossary

**Minor Arterials.** Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

**Collectors.** In rural areas, routes serving intra-county, rather than State-wide travel. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterials.

**Local Streets and Roads.** Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

## Rollover

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

## Seating Position

The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

## School Bus Related Crash

Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

## Single-Unit Truck

A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

## Trafficway

Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

## Vehicle

See *Motor Vehicle in Transport*.

## Vehicle Type

A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types elsewhere in this glossary.

## Weekday

From 6 a.m. Monday to 5:59 p.m. Friday.

## Weekend

From 6 p.m. Friday to 5:59 a.m. Monday.

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**Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws,  
and Additional Lives That Would Have Been Saved  
at 100 Percent Seat Belt and Motorcycle Helmet Use, 1975-2008**

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints			Motorcycle Helmets	21-Year-Old Drinking Age*	Seat Belts	Motorcycle Helmets
	Child Restraints	Seat Belts	Frontal Air Bags				
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	382	15,147	2,788	1,784	826	5,024	800
<b>Total</b>	<b>8,709</b>	<b>241,789</b>	<b>25,282</b>	<b>28,662</b>	<b>26,333</b>	<b>355,669</b>	<b>26,605</b>

\*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2008 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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